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TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon ... dep.	6.41	9.15	10.23	12.00	1.18	4.34	5.27
Yau Ma Tei ... dep.	6.51	9.25	10.33	12.09	1.27	4.43	5.37
Shatin ... dep.	7.03	9.37	10.45	12.21	1.39	4.55	5.50
Taipo ... dep.	7.17	9.51	11.03	12.34	1.52	5.08	6.03
Taipo Market ... dep.	7.23	9.57	11.08	12.38	1.58	5.12	6.07
Fanning ... dep.	7.33	10.08	11.19	12.43	2.06	5.23	6.17
Shau Kei Wan ... dep.	7.38	10.13	11.23	12.48	2.10	5.27	6.21
Shum Chun ... arr.	7.44	10.19	11.29	12.53	2.15	5.33	6.27

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shum Chun ... dep.	7.23	8.06	10.37	11.40	2.53	4.38	5.19
Shau Kei Wan ... dep.	7.23	8.13	10.44	11.47	3.08	4.44	5.23
Fanning ... dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23
Taipo Market ... dep.	7.43	8.29	10.58	12.02	3.21	5.01	5.37
Taipo ... dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37
Shatin ... dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50
Yau Ma Tei ... dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02
Kowloon ... arr.	8.23	9.09	11.38	12.42	4.01	5.45	6.10

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.
Fanning ... dep.	7.45	11.30	2.30	6.30
Shatin ... arr.	8.40	12.25	3.15	7.15
Shatin ... dep.	8.30	10.15	1.05	5.05
Fanning ... arr.	7.55	11.10	2.00	5.55

Further information may be obtained at the RAILWAY OFFICES, Kowloon, or from
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Ethel Clayton

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AND HEAVEN HELP THOSE AGAINST ME."

Beauty, love, luxury and adventure and a trail
of romance blazing half-way around
the world.

The Lady of an old English manor meets a
usurper and returns to her original
Australian backwoods.

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"TABAQUERIA"

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The trouble has been that you have been longing for something really good,
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Lots of	Lots of	Lots of	Lots of
China Lights 50/200	Cements for	Cements	Powells, 200
H'kong. Banks 1/10	For 100/500	Douglas 25	Steamboats 100
Union Insur. 1/20	Dairy Farms 50/500	Lane Crawford 500	Realities 500/1,000
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HONGKONG'S INDUSTRIES AND TRADE IN 1923.

The following information is given in
the Annual General Report on the
Colony for 1923, just issued:—

INDUSTRIES.

(i.)—Under European Management.
Engineering and Shipbuilding.—The
figures are as follows for the years 1922
and 1923:—

	1922.	Gross Tons.	I.H.P.
H.K. and Whampoa Dock Co., Ltd.	0	11,542	7,300
Taikoo Dockyard and Engineering Co., Ltd.	7	11,087	8,530
W. S. Bailey & Co., Ltd.	3	174	340
Kwong Hip Lung Co., Ltd.	2	48	141
A King	2	20	200
Kung Tuck Cheong	1	88	400
Tong Lee	1	41	80
Total	23	23,300	17,074

	1923.	Gross Tons.	I.H.P.
H.K. and Whampoa Dock Co., Ltd.	5	9,577	7,680
Taikoo Dockyard and Engineering Co., Ltd.	5	4,711	3,120
W. S. Bailey & Co., Ltd.	7	830	700
Total	17	15,118	11,500

Trade in China was bad for the first
six or seven months of the year but
greatly improved during the latter half
of the year.

Cement Manufacture.—Despite the im-
portation of Cement from Europe and
elsewhere, the demand for the local pro-
duct continued strong throughout the
greater part of 1923. Towards the end
of the year, however, the accumulation
of imported cement had the effect of
forcing prices down to a lower level, and
with continual shipments of Cement ar-
riving, the prospects for 1924 are not so
favorable as they have been for the past
three years.

Cotton.—American Cotton fluctuated
considerably during 1923. The year opened
with quotations from 15d. to 15½d. per
lb. which before the end of January had
reached 16½d. per lb. At the end of
March prices had declined and during
May were reduced to 14½d. June, how-
ever, saw a substantial advance, 17½d.
being quoted. The beginning of August
registered the lowest value during the
year, i.e., 13.40d. Afterwards the mar-
ket showed firmness and the price
advanced to 18½d. in September, and
reached the highest value of the year at
the end of November, i.e., 21.90d. Dur-
ing December prices fluctuated between
18½d. to 21½d. and the year closed with
quotations between 20½d. and 21½d.

Rope Making.—The demand for Manila
Cordage was fairly good throughout the
year, and the total turnover shows an
improvement on that of the previous
twelve months. The demand from India
was seriously affected by the political cry
for preference to native goods, the en-
quiries from Burma also fell off owing
to the preference for Wire Rope on the
oil fields. But on the other hand this
was offset by a better demand from
Japan.

(ii.)—Under Chinese Management.
Chinese Paper.—The exports—48,000
piculs—approximated closely to those of
1922.

Feathers.—There was a good demand
during the first half of the year, and
216,000 worth were exported, principally
to the United Kingdom.

Ginger.—Exports amounted to £238,000
as compared with £206,000 in 1922.

Hides.—Returns are as follows:—

	1923.	1922.	1921.
Buffalo	4,550	6,714	11,243
Cow	46,130	58,642	54,911
Goat	200	2,125	6,254
Sheep	2,672	1,388	615

Continued trouble in the interior was
responsible for a further falling off.

Mats and Matting.—The value of this
commodity exported from the Colony dur-
ing 1923 was \$375,500, as against \$400,000
during 1922.

Native Tobacco.—Exports again showed
a decrease—\$419,000, as compared
with \$471,000 in 1922.

Rattan and Fibre Furniture.—Values
of exports closely approximated the
1922 figure of \$165,000. The U.S.A. and
the Straits Settlements were the largest
buyers.

Soy.—Prices during the whole year
were about \$23.50 per cask, with slight
fluctuations and little demand from
Europe. The U.S.A. absorbed half the
output—\$235,000 worth.

Tin.—The China Tin business in
Hongkong was comparatively quiet dur-
ing 1923.

Unpeeled Groundnuts.—Rather small
quantities were shipped in the beginning
of the year but the total exports for
the year amounted in value to over
£300,000.

Vermillion.—\$109,000 worth was ex-
ported, as compared with \$110,000 in
1922.

Wood Oil.—The demand for this com-
modity from Europe and the United
States of America was much better dur-
ing 1923 than in the previous year, and
the prices obtained were on the average
considerably higher. The total exports
to England and the Continent amounted
to about 23,000 piculs, valued at
£28,000, and about 53,000 piculs were
shipped to America, valued at \$108,000,
which figures represent about seven times
the total quantity shipped in the pre-
vious year.

(Continued on next column.)

EXHIBITION FELLOWSHIP. £10,000 FOR SCHOLARSHIPS.

Empire scholarships to the value of
£10,000 will shortly be available, as a
result of the success of the Fellowship of
the British Empire Exhibition. Up to
date receipts from subscriptions of mem-
bers reach in round figures £30,000. This
represents a total membership of nearly
25,000 Fellows. When the scholarship
scheme was first launched it was hoped
that at least 10 per cent. of the revenue
could be devoted to educational purposes.
As the audited accounts show, this expec-
tation has been more than realised instead
of 10 per cent. there is about 20 per cent.
available.

There are now being added to the
scholarship fund donations from various
sources, including the Kensington College,
the Thomas Wall Trust, Miss A. Flocchi,
Mrs. L. G. Hampden, Miss F. M. Stud-
holme, and others. It is expected that
further special donations will be received,
and there is also a reasonable anticipa-
tion of a good addition to the scholarship
fund from the associate branch of the
fellowship which has now been instituted.
If, in the organisation of this associate
branch of the fellowship which has now
been instituted, it, in the organisation of
this associate branch the same degree
of economy can be maintained it is hoped
that 20 per cent. of its receipts also will
be available for the scholarship fund.
The trustees of the scholarship fund—
Lord Asquith, Lord Leigh, and Sir
Henry McMahon—will detailed de-
cision as to the employment of
the fund until the close of the
year. But the general principles
have been agreed to, that scholar-
ships will range from a total value of
£100 to £1,000, and so far as possible, be
used to promote inter-imperial relations
by granting scholarships to young people
in this country to settle overseas and to
young people in the overseas Dominions
to take educational courses in the Home
Country.

STEAMER SUBSIDIES.

THE FAR EASTERN MAILS.

A White Government Paper, entitled
"Steamship Subsidies," shows that in the
financial year ended 1924 the net charge
on the Exchequer in respect of payments
for foreign and colonial services was
£470,353. Of this amount £254,878 was for
overseas services, £125,675 for cross-
Channel services and £89,000 was payable
to the Cunard Steamship Co., for the
maintaining of a ship, ship's speed and
a right of pre-emption hire of all
the Company's ships. The vessel of
"approved speed" is the *Mauretania*.
Amongst the sums for overseas services
there is: P. and O. Steam Navigation
Co.—Letter and parcel mails between
the United Kingdom and India, China
and Australia, under contract terminable
at two years' notice, £252,500.

CINEMA NOTES.

THE WORLD THEATRE.

The man who adapted and supervised
"The Hunchback of Notre Dame," the
biggest picture in the history of the
screen, is now a producer in his own
right. Following his signal success with
the Hugo work, P. P. Sheehan, the
famous novelist, was retained at Uni-
versal City as a director. His first pic-
ture, "The Night Message," adapted
from his own story, is showing at the
World Theatre to-day. It is one of the
most vivid lightning scenes ever put on
the screen and is a powerful drama of
human emotions and breathless suspense.

FISHERIES.

A considerable proportion of the boat
population of Hongkong supports itself
by deep-sea fishing, in which pursuit a
large number of junks are engaged. The
villages of Aberdeen, Stanley, Shaok-
wan, and also many in the New Terri-
tories, are largely dependent upon this
industry for their prosperity. Fresh
water fish is imported from Canton and
the West River. There are oyster beds of
considerable value in Deep Bay.

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You want a nice, smooth,
delicious drink. And you
want building up—You
feel run down. Well, drink
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IOHIGAU.—Finest Seaside Summer Holiday Resort in North China. Five miles
from Dairen, but connected with the city by special motor and carriage road and electric
tramway. Yamato Hotel (35 rooms) and 13 furnished bungalows in charming cliff garden.
Bathing, Boating, Fishing, Golf, Tennis, Billiards, Orchestra twice a week. Capital place
for children.

OGONDAI.—Most beautiful and select Seaside Resort in the Far East. Two miles from Port
Arthur. Formerly the Summer Resort of the high Russian officers and officials. Yamato
Hotel and 50 villas and bungalows, mostly with detached servants' quarters. Excellent
Bathing, Wonderful Scenery, Extensive Battlegrounds, Ruined and Dismantled Forts Miles
away. Walking and Drives. Abundant Fishing Facilities. Orchestra twice a week.
Best place for high-class families.

PORT ARTHUR.—Famous for its two memorable Sieges and its beautiful landlocked
Harbour. Exactly one hour's journey Dairen by express train. Yamato Hotel (16 rooms).
Sufficient place of historical and scenic interest to fill a month with a fresh walk or drive
every day. Most healthy and salubrious spot in the Far East.

SONGOSAN.—The famous Diamond Mountains of Korea. A special Summer Resort
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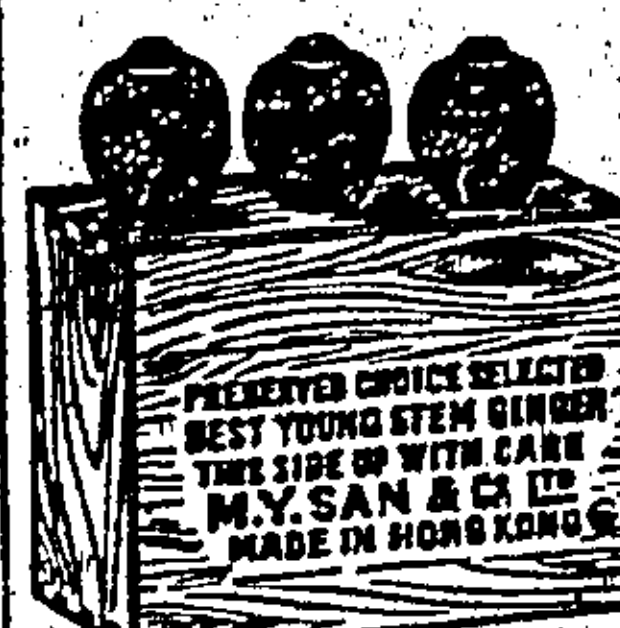
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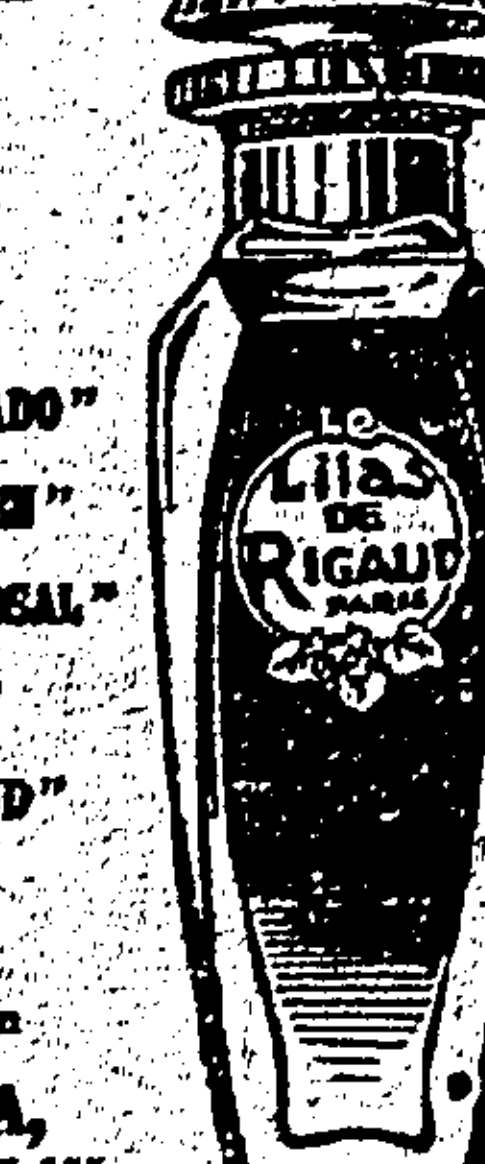


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CORRESPONDENCE.

LOVE DUETS IN THE COUNCIL CHAMBER.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Sir.—The following dream befel me after reading your report of the recent Council Meeting and then "A Guide to Short Story Writing" in *Punch* August 13th last:

"With frolicsome bounds the U.S. bounded" to retrieve. The smile in his eyes broke into candid blue ripples. "I only banter," he demurely.

The Public: "Demurely?"
The Professor: "Magazine for" said demurely.

The Public: Oh!

The S.U.M. gazed towards him fondly, "That is just what I thought you were doing," he eagerly.

The Public: "Eagerly?"

The Professor: "Replied, advancing eagerly."

The Public: Oh!

The Professor (passionately): Of course, all little love duets end up like that.

The Public: Ah!!!

(Another big heart throbs heat Council Meeting.)

Yours very truly,

A REGULAR CINEMA PATRON.

GREEN ISLAND CEMENT SHARES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Sir,—I am taking this liberty of availing myself of space in your valuable paper to draw attention to the unjustifiable depression of values of, and selling of, Cement shares.

As a shareholder in this Company I have naturally followed the market fluctuations, and the downward trend of rates has caused me no little unrest.

Considering that property in the surrounding neighbourhood of the Cement Company's works has been sold at around \$10 per foot, it is fair enough to assume that the property of the Cement Company aggregating over 1,000,000 square feet with marine rights should be worth somewhere around that figure also. Then there is the big cash balance the Company can boast of, to say nothing of machinery, buildings and plant, and other property at Deep Water Bay and Macao. Therefore if the Company were to close down to-morrow the shares would be worth more than what they are selling for today.

But apart from these tangible assets of the Company, its operations alone are sufficient to justify much better rates for shares than those prevailing to-day. If the Tramway Company, whose shares stand at \$44, pay only an interim dividend of 75 cents per share the relative proportion of value should apply to the Cement Company's shares which bear 53 cents per share interim dividend—that is speaking of results of operation only, and of the two Companies it would seem that the tangible assets of the Cement Company are the greater.

Then why are these shares being so unduly depressed? Enquiries made at the offices of the General Managers elicit the fact that the shares are worth at least \$25, to say nothing of the prospects of the Company. It is true that the Directors when declaring the interim dividend said they could not guarantee that the final dividend would be the same as last year's, as business was not so good, but what Board of Directors of any company is asked or expected to guarantee what the dividend shall be? The puzzling part of it all is why the Board of Directors of the Green Island Cement Company should have gone to the pains of making such a statement. Business in cement may not be so good to-day as it has been, and may continue bad for some time to come, but no one will deny that the demand for cement is ever present, and if the demand has eased off somewhat, it is simply because the operations or constructions in which cement is being used are temporarily delayed. The Building Ordinance of this colony has operated against the demand for cement in that it disallowed the rebuilding of old houses—a necessity under the circumstances against which no one can complain—but this Ordinance will not remain in force forever. The troubles in Canton and South China generally have also decreased the demand for cement, but as soon as these troubles are over the huge construction works contemplated will be begun. Then, what with the demand required for local development and work in South China generally, the demand for cement will be greater than ever, and then the Green Island Cement Company should reap its harvest, as by then it will have been fully equipped with its new kilns which turn out a greater production at a lesser cost, thereby eliminating the danger of competition of imported cement which is, according to analysis, inferior to the Green Island Cement Company's.

The only conclusion, therefore, that one can come to is that the depression of the value of Cement shares is due to brokers and others selling short on the market—or in other words, selling something they have not got, for forward delivery, hoping to cover at lower rates between the time they sell and the time they have to deliver. But these people are not without their resources in case the market should be against them at the time they have to deliver. They are usually carrying shares for weak holders and use them *ad lib.* as they may want to break the market if they choose, or to serve their own ends. Indeed the insatiable greed of these creatures is such that they resort to all kinds of methods without conscience or principle to attain their end—without thought of those whose

(Continued on next Column.)

MOTOR-CYCLE TRIALS.

SATURDAY'S RUN IN THE NEW TERRITORIES.

Under the auspices of the Hongkong Automobile Association the first half of a motor reliability trial for motor cyclists was run off on Saturday afternoon in the New Territories, the competition being for the Harley Davidson Cup.

There were fifteen entrants for the competition and thirteen of these completed the prescribed test of cycling round the New Territories at a speed of twenty miles per hour. Of the gentlemen who did not complete the course, Mr. A. L. Terry met with a slight accident, while Mr. Gascon took the wrong road and was disqualified.

The event was organized by Mr. J. Smith, Chairman of the Motor Cycle Section of the Association and he was assisted by Mr. George Saunders who kindly gave his services as timekeeper at the start and finish. Assistance was also given by a number of gentlemen who acted as special checks on the competitors in their journey around the New Territory.

The start was made from the Kowloon Fire Station and the first check was eight and a half miles from the start. Between this point and Castle Peak two secret checks were made and another secret check was made during the journey home from Castle Peak.

At Castle Peak there was a compulsory halt of one hour during which time tea was served and competitors were allowed the opportunity of having a dip in the "Briny."

The following is a list of those who competed, showing checking in times on arrival at home:

Machine.	Name.	Time.
Triumph	W. Woodward	6.05.51
Douglas	W. Brookesbanks	6.00.25
Harley Comb.	A. L. Terry	6.00.25
Cotton Solo	A. J. Ken	5.56.50
R.S.A.	W. J. Woolley	5.53.40
R.S.A. Comb.	M. E. Martin	6.11.00
Harley Comb.	A. Gascon	6.07.50
P. and M.	I. D. McEwen	6.09.35
Harley	A. A. Ramjahn	6.10.40
Harley	A. V. Curtis	6.12.38
Cotton Solo	H. S. P. Way	6.12.38
Triumph	E. Chaney	6.13.26
R.S.A.	C. N. T. Sewen	6.17.18
Triumph	M. F. Key	6.13.16
Indian	H. S. Komor	6.19.24

reminition they bring about. In the present instance, to move Cement shares downwards, they quote the name of a very reverend gentleman as having said the shares are not worth \$15—but with what warrant one has still to find out.

Wherein, then, can we find the remedy? It would be futile to expect any relief from the Legislature, and the remedy, if any is to be found at all, is in the hands of the shareholders.

I would therefore suggest that the shareholders get together to discuss ways and means of counteracting the effect of the short selling and jobbing, and stop this undue depression of values, and to that end a meeting be convened at which resolutions along the following lines be considered and framed:

1. Resolved that the Directors who resigned early this year be invited to rejoin the Board.
2. Resolved that the new issue of shares be bought back at rate of issue, or as may be advisable.
3. Resolved that the Cash Balance now lying idle should be used in the redemption of shares, provided such shares are below value, taking prevailing market values of property, etc., as a basis, the reduction of Capital shares being the essence thereof.
4. Resolved that the Board of Directors at any time be empowered to redeem, out of the funds of the Company, any such shares that are offering at a figure reasonable in the judgment of the Directors, even though such purchase may mean the non-payment of a dividend, the reduction of Capital shares being the essence thereof.

An invitation to those gentlemen who resigned early this year is but due to them, as they have helped in directing the affairs of the Company and have helped its growth to what it is to-day. Their resignation, in the first place, was significant of their disapproval of unnecessary increasing the capital of the Company and over-burdening it, and in so refusing to associate themselves with a scheme, which they, with their broader vision, saw was not to the best interests of the Company, it can only be said that their act was consistent with their good name and honour. It may be mentioned here that the scheme to increase the capital of the Company was fathered by one of the brokers.

Misguided, the public was, there is no doubt. But those misguided shareholders who voted for the scheme realize to-day what a trap they had fallen into, and many to-day are paying the price for the others' error.

Beyond this no further comment is necessary. Suffice it to say that a united stand must be made by the shareholders of the Company even to the extent of engaging legal aid to redraft the Company's Articles if necessary, and/or to obtain whatever sanctions of the Court that may be necessary to make possible the carrying out of the shareholders' wishes in respect to resolutions as outlined above.

Will not some shareholder with more ability than I have come forward and take up the cudgels on behalf of the shareholders and do the needful in connection with the convening of the preliminary meeting?—Yours etc.,

Hongkong, September 20th, 1924.

ALLEGED FRAUD.

CHARGES AGAINST SOLICITORS' CLERKS.

Mr. Edgar Davidson attended at the Central Magistracy on Saturday in connection with the case in which Lo Shu-fan and Charles Kent, two Chinese clerks employed by Messrs. Hastings, Denny and Bowley, are charged with fraud and conspiracy, and asked for a reduction in the amount of bail in the case of Lo Shu-fan.

Mr. Davidson said he was unable to attend the Court when the case came up on Friday as he was engaged in obtaining bail for the other defendant, Kent. In regard to the \$30,000 security demanded by the police in the case of Lo Shu-fan, he thought this excessive for a case of ordinary fraud, and undesirable also in that it meant the defendant going before the Sessions as a dangerous criminal and everyone who read the accounts in the papers would regard it as a pretty bad business to have such heavy bail imposed in the case.

Mr. Lindsell: It is a bad case. Solicitor, continuing, said it was no worse than any other case of fraud, and it must have been painted in rather lurid colours for the Magistrate's consent to have been obtained to the fixing of a bail which would only be justified in a very bad case—in a case of hardened criminals, crimes of violence, very bad anti-social crimes, or in cases where there was money behind.

Solicitor said that Kent was formerly employed in the firm of Deacon and Hastings and when Mr. Kent in 1917, he had every confidence in him and it seemed to him a monstrous thing that a man of good character should be charged with the crime and forced to find bail of \$30,000.

Solicitor pointed out that the defendant had a big family and the chance of his leaving the Colony was absurd.

In regard to Lo Shu-fan, Solicitor spoke of what he termed discrimination in the matter of bail. To fix this at \$30,000 was equivalent to convicting defendant of this offence. It would certainly create a dangerous impression on the jury when the defendant went before them. He earned less than \$100 a month, and, moreover, he had a large family to support, and the chance of defendant leaving the Colony was remote.

The Solicitor also mentioned that one of the agreements to sell land belonging to the informant (Mrs. Wong Tak-yin) was executed in his office in his presence, and a sum paid on account of the purchase money was handed over to the lady. Subsequently it was known to Kent, to Lo and to himself, that the lady could not produce the title deeds. It was known to Kent and to Lo that these deeds were in the possession of Mr. Ho Kom-tong and there was practically no chance of getting them. If Mr. Ho were unwilling to proceed with the transaction, they were faced with a hard proposition, as they were up against a wealthy and influential man. The allegation was that the sale was a fraud, and yet in spite of that, the defendants stayed in the office doing their work.

On the 29th of August last he (Solicitor) and Kent were subpoenaed to give formal evidence of the execution of the deeds in the case before the Supreme Court, and at that time he was not fully acquainted with the circumstances. With the return of Mr. Ho Kom-tong, defendant's (assuming they were guilty) knew it to be all up, and yet they still continued to perform their duties. The only person who absconded was the son of the informant (Mr. Wong Tak-yin) who had to be brought back from Canton. There they had the "guilty" remaining behind and the innocent absconding.

Mr. Lindsell: It was not alleged that the boy who absconded was very innocent.

Solicitor emphasized the defendants' behaviour in face of all these adverse circumstances and asked for a reduction of bail for Lo.

Mr. J. H. B. Nicholl opposed the reduction, and mentioned the serious nature of the disclosures made by two witnesses. As much as \$300,000 was involved in the case. It was not alleged that this amount had been stolen by the defendants, but that it was their ultimate aim.

His Worship decided to reduce bail to \$5,000 cash and to fix two personal bonds of \$5,000 each.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.] SUN YAT SEN CHUNG MING.

It is not expected that there will be any encounter between the forces of Dr. Sun Yat Sen and those of General Chen Chiung Ming before the early part of October. The Sun forces, now nearly 13,000 strong, mostly Yunnanese, Hunanese, and Kwangsi-ites, are concentrating at Sheklung and villages nearby, with some 4,000 at Chang-mu-tao. The coming great battle will take place near Canton, it is believed, as Dr. Sun has given up the districts and is now devoting his attention wholly to Canton.

A STRIKE LEADER "WANTED."
Chan Loy Shing, the Kuomintang leader, sent to the recent Shamen Chinese Strike Committee to look after the financial affairs and the feeding of the unemployed pending the settlement of the strike, is now wanted by the Canton authorities. He is said to have walked away with the balance of the funds subscribed by the officials for the strike before the settlement and has not been seen since.

DR. SUN'S EXPEDITIONARY FORCE.

According to Dr. Sun Yat Sen's Press Bureau Dr. Sun now nearly 8,000 men with him at Shuikwan, Northern Kwangtung, ready to undertake the expedition against Peking. Some 4,000 of these men are Honanese, 1,500 from Kiangsi, 1,500 from the Cantonese Army, and 500 led by General Chu Pui Teh of the Kwangsi Army. Dr. Sun expects to lead his men northward by way of Kiangsi. Since his arrival at Shuikwan, Dr. Sun has sent out several congratulatory telegrams to Hangchow and Mukden in honour of the victories of their armies, as reported by the Press. So far the 28 Kwangtung districts which Dr. Sun believed would support him with \$3,000 to \$15,000 each for his Northern Expedition all have failed to remit the sums allotted to them. To hasten the remittance, Governor Liao Chung Hoi in Canton has sent each an express letter requesting them to send the money immediately.

RUMOURS REGARDING THE BRITISH CONSULATE.

According to the *Yin Chiang Pao*, a Canton city daily supporting the Kuomintang Government, Mr. Bertram Giles, acting H.B.M. Consul-General in Canton, is to be recalled by his home Government because of his part in sanctioning the traffic regulations of Shamen which were responsible for the recent strike, and also his part in the act of opposing Dr. Sun Yat Sen when the latter attempted to bombard Canton the other day. The probability is that Dr. J. W. Jamieson, the Consul-General, during whose absence Mr. Giles has been acting, may be returning to Canton shortly. As far as his part in connection with other foreign consuls in preventing Dr. Sun from wanting to bring on a defenceless city, Mr. Giles has received messages of gratitude from the Chinese who, it is believed, will be glad to see the British Government giving recognition to the Consul-General and the Naval officials in South China for this act of humanity.

LOCAL VESSEL'S TRIAL TRIP.

S.S. "SAI ON" DOES SUCCESSFUL TRIALS.

The s.s. *Sai On*, recently launched at Taikoo Dockyard, for the Tung On S.S. Company, was on Saturday taken out on her speed trials. Her average speed over the set course both with and against the current was 14.2 knots for hour.

At the conclusion of the trials the vessel proceeded to Castle Peak where anchor was dropped and tiffin was partaken of and the customary toast proposed.

Mr. G. M. Young, head of the firm of Messrs. Butterfield and Swire in Hongkong, in asking the Company to drink the health and prosperity of the *Tung On S.S. Co.*, remarked this was the occasion of the first trip and speed trials of the *Sai On*. They had been carried out in glorious weather and he was very pleased to be able to say that the ship had made more speed than that contracted for. He felt quite sure, like himself, everybody was extremely pleased with the trip, especially Mr. Woo Hay Tong, the head of the Tung On S.S. Co.

Mr. Woo Hay Tong replying said that this ship could in every way be compared with the *Tung On* which on its maiden trip to and from Canton, carried over 1,400 passengers and was previous to whose unambiguous verdict was that she was one of the best steamers on the Hongkong-Canton run. She was already a most most popular boat and they had every reason to believe that this popularity would extend to the *Sai On*. Great credit was due to Taikoo Dockyard, Messrs. Reid and Greig, and all their energetic staff. Every care had been exercised and no pains spared to make these two steamers speedy and comfortable. The Taikoo Dockyard had combined good speed with economy of consumption. Fourteen knots on a ton of coal an hour was an achievement that any engineer could be proud of. He had great pleasure in asking them to join in drinking to the continued prosperity and success of the Taikoo Dockyard and Engineering Company. (Applause.)

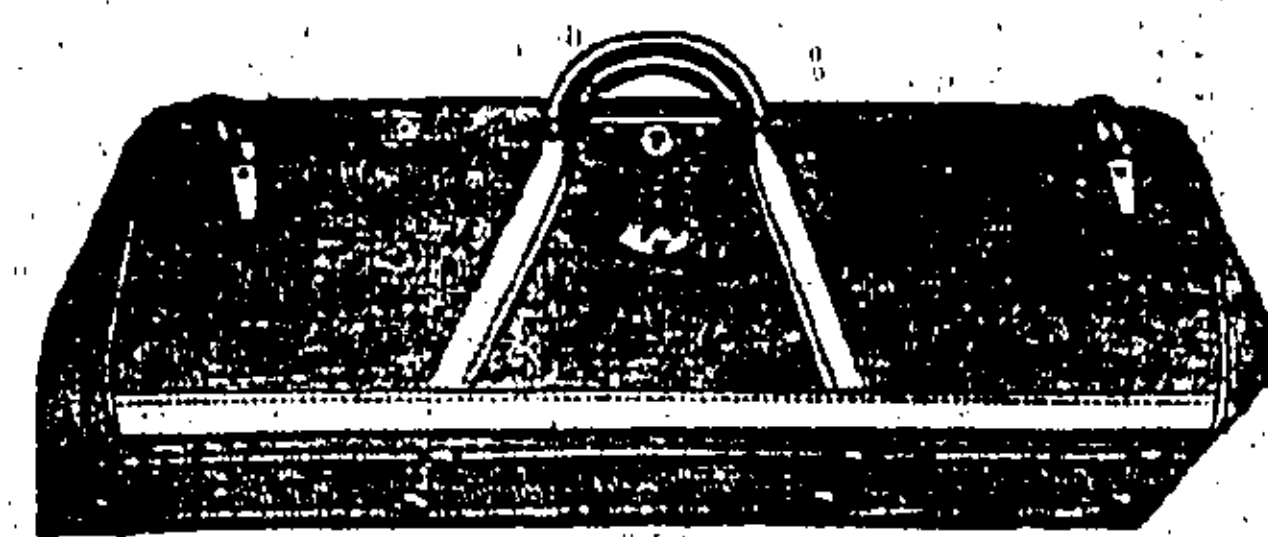
Mr. Reid, Chief Manager of the Dockyard, replied as did also Mr. Greig. The Hon. Mr. Huiyong also spoke saying that although he belonged to a rival company it was not competition that was wanted but friendly co-operation which would benefit the travelling public.

CRICKET GEAR

BATTING AND WICKET KEEPING GLOVES
OF ALL DESCRIPTIONS HAVE ARRIVED.
ASLO
DUKE'S CRICKET BALLS
AND
BUCKSKIN AND CANVAS LEG GUARDS
BAT OIL AND GRIPS
ABDOMINAL PROTECTORS.
ETC. ETC.



CRICKET BATS (RIGHT AND LEFT HAND) INCLUDING "FORGE" X X X
GUNN AND MOORE'S "AUTOGRAPH"
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THESE BATS ARE FITTED WITH LONG AND SHORT HANDLES
NARROW AND FULL SIZE BLADES



CRICKET BAGS.

\$18.50, 20.00, 30.00.

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GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN TOMES & CO.,

GEN'RAL MANAGERS.
HONGKONG.

COLUMBIA NEW-PROCESS RECORDS

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| D1450 | (No. 1. THE BRACELET. ... HUBERT ENDELL, TENOR |
| | (No. 2. (a) MAIDEN'S BLUSH, ... |
| | (b) JULIA'S HAIR ... |
| D1481 | (No. 3. TO DAISES ... |
| | (No. 4. THE NIGHT ... |
| D1462 | (No. 5. (a) INTERLUDE, (b) CHERRY RIPE ... |
| | (GO LOVELY ROSE ... |

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NEW GOODS

FOR LADIES' SPORTSWEAR

WOOLLEN SUITS
GOLF COATS, JUMPERS
HOSIERY & SHOES

A Very Smart Selection.

NEW ADVERTISEMENTS

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED, OF DENMARK.

HONGKONG STATION.
CURRENCY CHARGES ON TELEGRAMS.

SENDERS OF TELEGRAMS are hereby notified that from the 1st OCTOBER, 1924, until further Notice, the Charges for Telegrams will be collected at the Rate of Dollars 0.38 to equal Franc 1.00.
E. V. JESSEN,
Superintendent.
Hongkong, 20th September, 1924. [1277]

HOLT'S WHARF, KOWLOON.

IN the Event of the Owners of the under-mentioned Goods not taking Delivery by 30th SEPTEMBER, they will be Sold at PUBLIC AUCTION to defray Cost of Storage, etc.

THE NORTH WEST TRADING CO.

N.W.T. (330 RAIVER STREET) (Stores)
5 Bldg. Shop (2010.21)
14 Bldg. Flat (2010.21)

BUTTERFIELD & SWIRE, Agents.

1278]

NOTICE TO CONSIGNEES.

FROM FREMANTLE, MELBOURNE, ADELAIDE, SYDNEY AND BRISBANE (AUSTRALIA).

THE Steamship "PACIFIC MARU" having arrived from above ports, on 19th September, 1924, Consignees are hereby requested to present their Bills of Lading in exchange for Delivery Order and take immediate delivery from alongside the Steamer.

All Cargo not taken delivery from the Steamer by 20th September, 1924, will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at Consignees' risk.

All broken, chafed and damaged Cargo is to be left in the Godown where it will be examined on the 25th September, 1924.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered on and after 26th September, 1924, will be subject to Rent.

No Fire Insurance whatever will be effected. YAMASHITA KISEN KOGYO KAISHA, Agents.

Hongkong, 20th September, 1924. [1276]

S.S. "COMMISSAIRE PIERRE LECOCQ."

SERVICE: CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from ANTWERP, DUNKIRK, MIDDLESBOUGH and LONDON, in connection with above Steamer are hereby informed that their Goods and Values are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after the 27th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 30th instant, or they will not be recognized.

All damaged Packages will be examined on Saturday, the 27th instant, at 10 a.m. No Fire Insurance has been effected.

R. RODENTFUEER, Agent.

Hongkong, 21st Septem. v. 1924. [1279]

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, HONGKONG, on SATURDAY, 4th DAY OF OCTOBER, 1924, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from SEPTEMBER 27th to OCTOBER 4th, 1924, both days inclusive.

By Order,
M. MANUK, Secretary.

Hongkong, 19th September, 1924. [1274]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 7128 for 25 Shares, 24 per Share Paid up, number 5128/55150 in this Society standing in the Name of ROBERT JOHN JACK SNEDDON, of Hongkong, has been Declared LOST and the Expiration of One Month from the Date hereof the above Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 25 Shares will be issued in its stead by the Society.

PAUL LAUDER, General Manager.
Hongkong, 8th September, 1924. [1235]

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home.

INTIMATIONS

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to 7th OCTOBER, 1924 (both days inclusive).

Warrants for the INTERIM DIVIDEND can be obtained at the Office of the Company, 2, QUEEN'S BUILDINGS, HONGKONG, on or after the 8th FIVE.

By Order of the Board,
R. M. DYER, Chief Manager.
Hongkong, 18th September, 1924. [1253]

JOHN HENRY WILLIAM ARMSTRONG, DECEASED.

ALL Persons having Claims against the Estate of the above named Deceased are Requested to send Particulars to the Underwriter.

DEACONS,
Solicitors to the Estate,
1, Des Vaux Road Central, Hongkong.
17th September, 1924. [1253]

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per Share on the Old Shares (Fully Paid) and Three cents (3 cents) per Share on the New Shares (\$1.00 Paid) has been declared for the Half Year ending 30th June, 1924.

Such Interim Dividend will be payable on and after TUESDAY, the 23rd SEPTEMBER, at the Office of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from the 13th SEPTEMBER, 1924, until the 23rd SEPTEMBER, 1924 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
SHEWAN TOMES & CO., General Managers.
Hongkong, 2nd September, 1924. [1230]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to SEPTEMBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Amoy on both the Upward and Downward Voyages, by the Company's New, Fast, Well-appointed Steamer "TAI-NING" at the Reduced Rate of \$90 for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will Leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey Passengers from Pagoda Anchorage to Foochow City, if required.

For further Particulars and Dates of Sailing, Apply to
DOUGLAS LAURENCE & Co., General Managers,
Douglas Steamship Co., Ltd., Hongkong, 17th June, 1924. [1908]

BY ORDER OF THE ADMINISTRATRIX.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY Situate at and being No. 11, HART AVENUE, Kowloon, in the Colony of Hongkong, To be Sold by Auction Without Reserve on

FRIDAY, the 26th day of SEPTEMBER, 1924, at 3 P.M.

In ONE LOT
By Mr. A. G. DA ROCHA, Auctioneer, at his Auction Room at No. 24, D'Aguiar Street.

The Property consists of—
All that Piece or Parcel of Ground registered in the Land Office as Section D of Kowloon Inland Lot No. 573 together with the messuage and premises thereon known as No. 11, Hart Avenue.

Particulars and Conditions of Sale may be obtained from

Messrs. WILKINSON & GIBST, Solicitors, No. 9, Queen's Road Central, Hongkong, or from

Mr. A. G. DA ROCHA, The Auctioneer.

Also on

WEDNESDAY, the 24th day of Sept., 1924, at 2.30 P.M.

By Mr. A. G. DA ROCHA, at No. 11, HART AVENUE, KOWLOON, A QUANTITY OF HOUSEHOLD FURNITURE also

1 Baby Grand Piano by "Challan" in first class condition.
1 Baby Grand Piano by Kemmler & Co., in good condition.
1 Victor Gramophone and Records.
1 Drawing Room Suite. [1261]

TO-DAY TILL TUESDAY.

Cecil B. De Mille's

Fool's Paradise

with Dorothy Dalton, Mildred Harris, Conrad Nagel & Theodore Kosloff in 9 reels.

THE CORONET.

INTIMATIONS

DEWAR'S

THE SPIRIT OF HUMOUR

Humour is the spring that sets laughter going. It plays a great part in the scheme of things; easing many a strain and lightening many a burden. For when all is said and done a good laugh puts one in tune with life and so does the genial charm of

DEWAR'S.

Dewar's "White Label" and

"Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

ESTABLISHED 1841.

BIRTHS.

DE CROISIER.—At Shanghai, on September 12th, to Mr. and Mrs. L. H. DE CROISIER, a son.

GALVIN.—At Shanghai, on September 16th, to Mr. and Mrs. FLEURY GALVIN, a daughter.

DEATH.

RAYNES.—On September 9th, 1924, at sea, JACK RAYNES, of Shanghai. Burial at sea.

Hongkong Office: 1A, Chater Road.
London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 22ND, 1924.

PUBLIC HEALTH MATTERS.

THE Medical Report for 1923 which has just been published furnishes information on certain public health matters that have been under discussion in the Colony during the past two or three months.

With regard to Malaria we see that last year 1,640 cases were treated at the principal hospitals of the Colony as compared with 921 cases during the year 1922.

The incidence of malaria among the Chinese is described as "very high as compared with 1922 and indeed with many years past" and the Principal Civil Medical Officer thinks this is "entirely due to the great prevalence of this disease among the police recruited from Weihaiwei." These men, it is explained, occupy the most part stations (in the New Territory) which are admittedly malarious, but no such returns for malaria, it is remarked, have been noted among the former inhabitants; at least in recent years. "One is rather inclined to think," says the Report, "that the Kwangtung Chinese are more immune to the parasite than their Northern cousins."

The Police cases of Malaria, however, account for only 344 out of the total of 640, so we cannot see how it can be said that the great prevalence of Malaria among the Weihaiwei police "entirely" explains the very high incidence of this disease among the Chinese. It is evident, that excluding the police from the returns, the incidence of Malaria among

the Chinese remains very high. The information given in the Report is not sufficiently detailed as to show the incidence disease either as regards locality or nationality, though we may safely conclude that a comparatively small number of the cases were non-Chinese. That the disease was not confined to Chinese is shown in the report of the Victoria Hospital for women and children in which it is stated that "Of all the diseases, Malaria was the most common. Most of the cases were of a severe type, especially in children, in whom the cerebral form was most common. Thirty-eight cases were admitted during the year, mostly benign certain origin."

Another disease which showed marked increase in 1923 was Beri-beri. In 1922 there were 1,229 cases, and in 1923 the number rose to 2,091. The Principal Civil Medical Officer suggests as the explanation of this that the increase in the price of provisions must have led the poorer classes to live more than ever on an extensive rice diet, the only rice commonly used being the white polished variety. The death rate from this disease at the Tung Wah Hospital, where Beri-beri accounted for 1,145 admissions, was 34 per cent. In the report on this hospital the statement is made that Beri-beri appears to be increasing *pari-passu* with the increasing population of the Colony, "and were it not for the free intercourse with neighbouring Chinese ports, and the consequent replacement of labour, it would probably cause much more comment for economic reasons than it does at present."

After Beri-beri, the most prevalent disease in the Colony is stated to be Pulmonary Tuberculosis (though last year Malaria ranked second in the list). The necessity is urged of suitable accommodation of patients who have contracted Pulmonary Phthisis. "Neither the Tung Wah Hospital nor the Civil Hospital," says the Report, "can for a moment be considered from any point of view as suitable for the treatment of this disease, and year by year as the congestion becomes greater this unsuitability becomes more and more clear. The Principal Medical Officer goes on to say that while it is doubtless out of place in a report of this nature to draw attention to non-therapeutic problems, yet "the continued increase of beri-beri and phthisis with the population over increasing in density does call for comment and action. There has been plenty of comment in the past."

The Report leaves it to us to suggest that, perhaps, a Board of Public Health is needed to enforce action!

Another matter to which the Report calls "serious attention" is the increased number of patients admitted to the Lunatic Asylum. We see that no fewer than 474 were admitted last year. Of these 23 were Europeans. As most readers probably know, the Government arranges for the patients to be transferred elsewhere as quickly as possible after they are admitted so that there are seldom more than 20 or 30 in the Colony's asylum. The John G. Kerr Hospital at Canton is the Colony's main "safety valve" in this matter, and the Government, for some years past, has made an annual contribution to that institution by way of return for the service it renders the Colony in this connection. The Medical Report notes that increased use has been made of this "safety valve," and it remarks that "should anything interfere with the reception there of our patients, a very short period would suffice to render our present accommodation quite useless." The Principal Medical Officer trusts that the building of the new asylum in Lai-chi-kok will, for this, among many other reasons, be expected. The need for this new asylum was clearly recognised during the time of Sir FREDERICK LUGARD as Governor. It was then that the existing arrangement was made with the John G. Kerr Hospital to act as a "safety-valve" pending the provision of this new asylum in Hongkong. Twelve years have since gone by, and it is still necessary to plead for the erection of this building to be expedited!

It is perhaps necessary to add in regard to this increase in the number of lunatics, as well as in regard to the cases of Pulmonary Phthisis and Beri-beri, that it probably corresponds to the growth in the population of the Colony, and that if accurate census statistics were obtainable the percentage increase would probably not be very remarkable if it appeared at all. But where it is a case of making more ample provision for treatment it is obvious that hospital or asylum accommodation which served the needs of a population of half a million are inadequate for a population of close on a million.

Mr. Sun Fo, son of Dr. Sun Yat Sen, and ex-Mayor of Canton, is going on a mission to Marshal Chang Tso Lin.

Tenders are being invited for the construction of married quarters for Chinese Police at Mong Kok Tsui Police Station.

H.E. the Governor of the Straits Settlements has given permission for the Turf Club links at Singapore to be used for golf.

A cable will be laid in the new cable reserve on September 26th. All ships are warned to keep clear of craft employed on this work.

Mr. P. A. Cox, General Agent of the Canadian Pacific Steamships, Ltd., has been appointed Assistant Oriental Manager, in charge of the Company's interests in North China, with office at Shanghai.

Among those who departed by the P. & O. *Kaiser-i-Hind* on Saturday were Major and Mrs. E. S. White, Major and Mrs. Kirkpatrick, Rev. and Mrs. A. Stern, Mrs. A. G. Newbold, and Capt. A. M. Williams.

The statement of the Government's financial position for June, shows that the balance of assets over liabilities had increased from \$17,503,962 to \$18,193,519. The revenue for June was \$2,105,411 as against an expenditure of \$1,818,885.

An Ordinance to amend the Crown Solicitors Ordinance, 1912, is shortly to be introduced into the Legislative Council, which has as its object the enabling of the Assistant Crown Solicitor to prosecute at the criminal sessions provided that he is a barrister or solicitor.

A little girl named Jean Old, daughter of Inspector Old of the Sanitary Department, was knocked by a motor-cycle and side-car, driven by Inspector Johanssen, in charge of Market on Friday evening. The child was removed to the Victoria Hospital where it was found that her injuries were not serious.

The names of the following have been added to the List of Medical Practitioners:—Dr. Murdo Nicolson (Drs. and Strahan), Bachelor of Medicine and Bachelor of Surgery, University of Glasgow; and Dr. So Sei Chi, 130, Bonham Strand East, Bachelor of Medicine of the Kioto Prefectural Medical College.

Many friends in Shanghai will learn with sorrow that Mr. Jack Raynes, for many years a resident of Shanghai, and known to hundreds there simply as "Jack" by reason of his genial and winning personality, died suddenly on the N.Y.K. steamer *Kashimi Maru*, en route to Sydney, on September 9th, and was buried at sea. Mr. Raynes, who was formerly proprietor of the Trocadero Cafe at Shanghai, left several months ago for a holiday in Japan, to regain his health. He had recently left there for Hongkong and was on his way to Australia in the hope that the climate there would be beneficial, when he succumbed. Shanghai, theatrical circles, particularly, will miss him, for he has been prominently identified with the A.D.C. and the theatrical work of other groups and organization there almost from the time he came to the Far East 11 years ago.

MAJOR ZANNI'S FLIGHT.

FAILURE TO ARRIVE YESTERDAY.

EXPECTED TO-DAY.

In accordance with anticipations, a cable was received in Hongkong early yesterday morning announcing that Major Zanni, the Argentine aviator, would arrive in Hongkong at 1 p.m. Various people were notified and the Water Police made arrangements to patrol a section of the water off Lai-chi-kok where Major Zanni was expected to alight.

At noon and shortly afterwards one or two launches and a couple of motor-boats left Blake Pier with passengers to greet the intrepid aviator, including Press men and Press photographers. After an hour's patient wait a cable was brought over to Lai-chi-kok by motor-boat stating that the flight had been postponed until the next day owing to a leakage being discovered in the petrol tank.

FEDERATION OF CHINESE LABOUR.

UNION FORMED IN HONGKONG.

The inauguration ceremony of the establishment of the Federation of Chinese Labour Union of Hongkong took place yesterday at Taiping Theatre, West Point. There was a very large attendance, practically all the labour unions in Hongkong being represented.

The Federation was informally established in the year of 1921 with no ceremony and the official inauguration did not take place until yesterday. Since its informal establishment in 1921 seventy-six labour unions have joined the federation with a total membership of 180,000, with headquarters at 73, Des Vaux Road West.

Yesterday's inauguration programme was a remarkably long one. It commenced at 12.30 o'clock and carried on until mid-night. The Chairman of the ceremony opened the proceedings by extending welcome to all the guests present, and this was followed by the playing of the Chinese National Anthem. Commemorative odes were also read, and the unveiling of the signboard of the Federation was performed by Mr. Law Yick Kuen representing the Civil Governor of Canton (Mr. Liao Chung Hoi), Mr. Wong Toig, the newly-appointed Commissioner of Finance of Kwangtung Province, and other representatives from various labour unions in Hongkong and Canton also addressed the gathering. The speeches were mostly socialistic in theme, denouncing capitalists, the Northern militarists, and Foreign Imperialists and the speakers urged their fellow labourers to support the Southern Government and Dr. Sun Yat Sen, the labourers' idol.

A display of Chinese boxing was shown and at 6 p.m. the guests were conducted to Man Kweck Restaurant where a banquet was served in their honour. After the feast the guests were ushered back to the theatre where a performance was given.

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CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE SCHNEIDER CUP.
BRITAIN MAY NOT COMPETE.

LONDON, September 20th.

The question of sending a British seaplane to participate in the race for the Schneider cup at Baltimore may have been reconsidered in an accident to the Air Ministry's high-speed research seaplane built by the Gloucestershire Aircraft and fitted with a Napier lion engine on the preliminary trial. After a promising flight the seaplane sank in the harbour owing to the apparent failure of the under-carriage. The pilot was rescued.

COLONIAL AGRICULTURE.
A HOME COMMITTEE.

LONDON, September 20th.

A Colonial Office advisory committee has been appointed on the matter of relating to the recruitment of training officers for agricultural departments of non-self-governing dependencies. Lord Milner is chairman and Lord Lovat vice-chairman.

"SUMMER-TIME" AT HOME.
ENDED ON SUNDAY.

LONDON, September 20th.

Summer time ended at 2 a.m. on Sunday.

EVACUATION OF THE RUHR.
LITTLE FRENCH PROGRESS.

COLOGNE, September 20th.

Little progress has occurred regarding the French evacuation of the Ruhr and bridge heads during the week. The actual occupied area has not diminished, though sundry villages have been evacuated. Some prohibitions have been relaxed or withdrawn including the ordinance prohibiting the passage of enemy barges to Holland. Rhine shipping is now unrestricted.

REVOLT IN GEORGIA.
REBELS CONSOLIDATING.

PARIS, September 20th.

The Georgian legation states that the Georgian insurrectionaries are consolidating their positions on the mountains in eastern and western Georgia and the district of Letchoum and Ratcha.

TROUBLE IN CAUCASUS.
MURDEROUS SOVIET TROOPS.

PARIS, September 20th.

A message from Tiflis says that Soviet troops have entered after desperate fighting. At least 800 of the leading inhabitants were immediately executed. Hundreds of officials were imprisoned. The revolutionary troops are falling back to the mountains in good order, whence it will be impossible to dislodge them. Long guerilla warfare is probable.

FRANCO-SOVIET RELATIONS.
WARNING FROM MOSCOW.

MOSCOW, September 20th.

Izvestia in a leading article, commenting on the preparations of the French Government to settle Franco-Russian relations, declares that the Soviet Government requires unreserved recognition and that the French Government must not expect any sacrifice whatsoever in exchange for recognition. The Russian Government will not agree to preliminary negotiations for the benefit of private creditors and warns France that any attempt to exclude Georgia from recognition will be regarded as a hostile act.

AUSTRALIAN SHIPPING.
JAPANESE DENY RATE CUTTING CHARGE.

SYDNEY, September 20th.

Referring to the allegation made by the London manager of the Australian Government shipping line regarding the competition of Japanese shipping in the Australian wool-carrying trade, the local agent of the Japanese line denies rate-cutting. He asserts that Japanese competition is no more objectionable than any other foreign competition for wool cargoes. Other companies suggest that if forced to reduce wool freights, they will possibly make the loss by increasing meat freights, for which Japanese ships are unsuitable owing to the lack of cold storage.

LATEST CABLES.
THE WORLD'S SPORT.
HOME FOOTBALL.

LONDON, September 20th.

FIRST DIVISION.
Arsenal, 2; Sheffield United, 0.
Aston Villa, 1; West Ham, 1.
Burnley, 1; Leeds, 0.
Bury, 0; Liverpool, 0.
Cardiff, 0; West Bromwich, 1.
Everton, 2; Bolton, 2.
Huddersfield, 0; Blackburn, 0.
Manchester City, 3; Newcastle, 1.
Notts County, 0; Notts Forest, 0.
Preston, 1; Birmingham, 0.
Sunderland, 4; Tottenham, 1.

SCOTTISH LEAGUE.
Aberdeen, 3; Cowdenbeath, 0.
Hearts, 2; Alderhot, 0.
Kilmarnock, 1; Hamilton, 0.
Motherwell, 4; Dundee, 1.
Raith, 1; Hibernian, 3.
St. Mirren, 1; Falkirk, 0.

GLASGOW CUP SEMI-FINAL.
Third Lanark, 3; Celtic, 4.
Rangers, 0; Partick, 0.

WORLD'S SCULLING
CHAMPIONSHIP.

PADDON'S EASY VICTORY.

SYDNEY, September 20th.

Paddon won the world's sculling championship by 12 lengths.

SYDNEY, September 20th.

The sculling championship was decided on the Woodburn course on the Richmond River over three and one-eighth miles. Paddon was favourite at 4/1 on. Major Goodsell looked like giving the champion a hard go, but the race became a procession. Goodsell, inside the quarter mile, dug his scull deep into the water and fell out of his boat. When he recovered he had lost ten seconds. Paddon's time was 17 minutes, seven seconds, a record for the course.

BRITISH RUGBY TOUR.
SOUTH AFRICA WINS FINAL TEST.

CAPE TOWN, September 20th.

South Africa defeated the British ruggerites in the fourth and final test by 16 points to nine. The British team have not won a single test.

N. Z. RUGBY TOUR.
ALL BLACKS BEAT SOMERSET.

WESTON-SUPER-MARE, Sept. 20th.

The All Blacks beat Somerset by six points to nil.

A QUICK FLIGHT.
LONDON TO TANGIERS.

LONDON, September 20th.

A great flight has been made by an airman named Alan Boham, from Croydon to Tangiers. He accomplished the 1,300 miles in 14 hours, including an half-hour stop at Madrid.

MAJOR MACLAREN BACK IN LONDON.

LONDON, September 20th.

Squadron Leader MacLaren has arrived.

FRENCH TAX ON GERMAN GOODS.

PARIS, September 20th.

The Government has decided to impose a 28 per cent. tax from October 1st on all German goods imported direct or through a third country.

EARTHQUAKE IN ARMENIA.
37 VILLAGES DESTROYED.

LONDON, August 20th.

Thirty-seven out of 49 villages on the banks of the Aras in the vilayet of Erzerum are reported to have been destroyed as a result of an earthquake, the shocks of which still continue. Many casualties are reported.

EARLIER CABLES.
TRADE AND TRANSPORT.

BUILDING UP THE EMPIRE.

LONDON, September 19th.

At a luncheon in connection with the conference in the Transport Institute at Wembley, Mr. Gosling, Minister of Transport, said the Government had to build up our old Empire often on new methods, and it was important to remember that there could be no hope of developing trade unless they first developed transport. The Government was fully alive to the importance of bringing back transport accommodation to the highest point of efficiency, and was devoting large sums, and was going to devote still larger sums, to this end. They should provide roads and transport facilities because they were needed, and such schemes would absorb many of the unemployed.

LATEST CABLES.
THE LEAGUE.
CHINA AND OPIUM.

GENEVA, September 20th.

On the adoption of the report on opium traffic, Mr. Chao Hsin Chu assured the Assembly of China's co-operation against opium. He welcomed the suggestion of propaganda in all countries where the opium traffic was a serious factor. A Chinese proposal was submitted to the Assembly recommending the consideration of China's claim for a seat on the Council.

WHAT CHINA WANTS.

In pursuance of a resolution of the Chinese House of Representatives, the Chinese Government has telegraphed Peking to the Chinese delegation of the League instructing it to press for the re-election of China to seat on the Council of the League, and points out that of six non-permanent seats thereon has four go to Europe, two to South America and none to Asia. Parliament has further decided that China should withdraw from the League if not re-elected.

SIGNING THE PROTOCOL.

Mr. Arthur Henderson states that the disarmament conference is convened for June 15th, 1925, and says that any State not a member of the League can sign the protocol.

EARLIER CABLES.

DISARMAMENT PROBLEMS.

GENEVA, September 19th.

The disarmament sub-committee of the League had a prolonged sitting to-day and is expected to conclude to-morrow. The ensemble of the work on the penalties and disarmament has been completed whilst the matter of arbitration is still being examined.

The date of assembling the disarmament conference has been fixed, though it is not stated. There is reason to believe it will be before the spring. It is explained that ratification of the protocol must precede the issue of invitations to the conference, to which all States will be invited. The protocol does not contain any infringement of the covenant of the League, while members not signing the protocol will still remain members of the League.

Lord Parmoor, interviewed by Reuter at the close of the sitting, remarked: "We are now in fair waters. Things are going all right."

GUN RUNNING AT HOME.

ECHO OF ATTFIELD CASE.

LONDON, September 19th.

Mr. Attfield, senior, who was charged, with his son, last July, in connection with gun-running, has been released from Brixton jail, where he has been imprisoned since July 24th as he was unable to furnish the £10,000 bail fixed in each case by the Judge in Chambers, after the gun-running charges had been withdrawn in the police court and a re-arrest had been ordered on behalf of the customs authorities. Yesterday the bail was reduced to £2,000 for Attfield senior, but his son's application was refused.

WEMBLEY IN 1925.

GOVERNMENT DECISION STILL AWAITED.

LONDON, September 19th.

The statement that the Empire Exhibition will be carried on in 1925 is authoritatively deprecated. Lord Stevenson has pointed out that there would be a statement made on the matter immediately the authorities are in a position to do so.

BIG BLAZE OF CRUDE OIL.
TANK FIRED BY LIGHTNING.

RANGOON, September 19th.

An oil tank at Syriam of two million gallons capacity, belonging to the Burmah Oil Company, was struck by lightning this morning. It contained crude oil, which is still burning.

Where money borrowed is efficiently spent on a reproductive purpose there is no burden.—Mr. F. W. Hirth.

In general any service in the Colonies which is socialised can be financed more cheaply by British savings than any service at home which is not socialised.—Mr. J. M. Keynes.

THE CIVIL WAR IN CHINA.

[THROUGH REUTER'S AGENCY.]

WU PEI FU INTERVIEWED.
CHANG TSO-LIN MUST BE MADE TO RESIGN.

PEKING, September 20th.

Marshal Wu Pei Fu, accorded an interview to British, American, French, Chinese Press correspondents this morning.

The Marshal was asked whether he intended to follow Chang Tso Lin if the latter retreated owing to the collapse of Chekiang. He replied that if Chang does not resign he must be made to do so. He considered it not too late this year to send over the Manchurian railway an expedition of Chihli troops warmly clad, and he hoped to clean up in Manchuria within two months. He definitely intended to carry on the campaign until Chang was once and for all eliminated as the ruler of Manchuria, and the Central Government was again the constituted authority there.

As regards Kwangtung and Szechuan, some difficulties were occurring owing to Yunnanese mercenaries in those provinces wanting to return home, but the situation gave no cause for uneasiness. Hunan wanted autonomy but in other respects was obeying the Government and giving no trouble. General Chen Chiung Ming was not going to Canton now that Sun had left, but Lin Fu, the Tuli, and Yeh Chu, Civil Governor, accompanied by two military commissioners, had recently been appointed by mandate to take over Canton when the moment ripe. Meanwhile the Merchant Volunteer Corps had appealed to the Government owing to dissatisfaction with Sun Yat Sen's communistic ideals and practices. The Government, however, did not intend to worry over Canton until a settlement had been reached.

LATER.

Wu Pei Fu is preparing an expedition of 200,000 supported by aeroplanes and warships to march to Mukden.

CHANG TSO LIN TALKS TO FOREIGN OFFICIALS AT MUKDEN.

WILL NOT STOP AT HALF MEASURES.

SHANGHAI, September 20th.

A telegram from Mukden states that Marshal Chang Tso Lin called a meeting at his residence which was attended by the British and American Consuls, the chairman of the British Chamber of Commerce and the American Association and others. The Marshal expressed his appreciation of the goodwill accorded him by foreign communities in Manchuria in the past and confirmed the assurance that his protection was adequate for all foreigners and their properties as long as he held his position in Manchuria. He stated that the enemy headquarters were at present at Chinwangtao station and asked all foreigners to leave as he will bomb the place. He also requested that foreign gunboats at Shanhaikwan and Chinwangtao should stand clear as he intends to bomb the enemy gunboats there.

Chang stated that he was fighting for his life and the security of Manchuria and would not stop at half measures.

HEAVY FIGHTING NEAR SHANGHAI.

SHANGHAI, September 20th.

The boom of guns to the west and north-west of Shanghai is now clearly heard in the city. This does not mean that the Kingchais are nearer Shanghai, but that they are bringing up more guns. There has been heavy fighting all night. Lu's Shantung troops are still holding out and up to noon to-day there had been no break through.

As Lu possesses no reinforcements he will soon have to shorten his line.

SHANHAIKWAN SHELLED BY CHANG TSO LIN'S ARTILLERY.

TIENTSIN, September 20th.

Shanhaikwan shelled by Chang Tso Lin's artillery yesterday. One Chinese banker was killed.

The foreign residents have telegraphed to the Consul protesting. Train traffic is seriously dislocated. The Allied commanders have agreed to take steps to keep the line open.

FOREIGN STRANDED AT PEITAIHO.

The Kailan Mining Administration has arranged for a steamer to take off foreigners stranded at Peitaiho, owing to the train stoppage.

IMPORTANT SUCCESSSES BY CHANG TSO LIN'S TROOPS.

MUKDEN, September 20th.

An engagement has taken place between the Fengtien Second Army and the First Chihli Mixed Brigade near Jehol with the result that more than two hundred Chihli casualties are reported, also the Chihli front line from Chinchow to Chaoyang as well as Suichang has been occupied by the Fengtien Eighth Army.

LATER.

The Second Army of Fengtien troops report that they besieged enemy forces at Laohukou and Liangshuitzu on the afternoon of the 18th inst. with the result that the whole of the Jehol First Mixed Brigade and one battalion of vanguards fled.

Upon pursuit to Peipiao some two hundred enemy troops were killed. The entire line of the Chinchow-Chaoyang railway has been occupied by Fengtien troops.

The Chu regiment has captured Sanyichan and the Fengtien Sixth Army captured the city of Shuitung Hsien.

DUTCH BATTLESHIP FOR SHANGHAI.

LONDON, September 20th.

The Hague Government has sent the battleship *De Zeven Provinciën* to Shanghai for the protection of Dutch interests in China.

CHINESE CRUISER BOUND FOR SHANHAIKWAN.

CHEROO, September 20th.

The cruiser *Huichee* sailed at noon yesterday for Shanhaikwan under the orders of Admiral Wen.

JAPAN'S ATTITUDE TOWARDS THE WAR.

TOKYO, September 20th.

It is authoritatively stated that while Japan regrets the present disturbances in China she hopes that the warring factions will soon make peace. She is entertaining no ideas of intervention, her policy being one of absolute neutrality provided the war continues to be purely domestic.

THE QUESTION OF FOREIGN INTERVENTION.

A LONDON PAPER'S VIEWS.

LONDON, September 20th.

The issue in China, declares the *Sunday Times*, lies between a fresh stalemate and the establishment of Chang Tso Lin as virtual dictator of all China, which alternatives were foreshadowed Baron Hayashi recently.

The paper refers to Japan's reluctance and America's hesitancy to "mediate," and says it therefore seems that Great Britain alone among the Powers might essay a friendly initiative in the interests of China and the British Empire and the trading world at large, her conduct would be neutral and non-political standpoint. If Great Britain does not move none of the other Powers will move. It hopes that the British Government is not merely watching events but intends to seize the first opportunity to terminate the disintegrating and destructive process at present working throughout China.

FRANCE'S ATTITUDE.

PARIS, September 20th.

Commenting on the Chinese events the *Petit Parisien* writes that so long as Frenchmen and French interests do not suffer damage France, while taking necessary precautions, will adopt a neutral attitude, hoping that one of the rival parties will finally be able to re-establish order and unity in the country, which would be beneficial to China and foreign interests.—Havas.

CHANG TROOPS DESERT.

PEKING, September 21st.

Official dispatches report that Government troops near Chaoyang shot down an enemy aeroplane and that three of Chang Tso Lin's companies have gone over to the Government near Chaoyang.

CHANG NOT FIGHTING PERSONALLY.

MUKDEN, September 21st.

Interviewed by correspondents, Chang Tso Lin announced that he is not going to the front to command his army and is not considering the question of when he should take such a step.

[BY COURTESY OF THE "DAILY BULLETIN".]

APPEAL FOR FRENCH VOLUNTEERS.

SHANGHAI, September 19th.

The French Consul-General yesterday made an appeal to the residents in the French Concession to join the French Volunteers. Meanwhile, in order to supplement the force, rifles, ammunition and handgrenades were to-day issued to 60 Russian cadets who had seen active service against the Bolsheviks in Siberia.

NO NEWS OF CHANG AT LUNGHUA.

SHANGHAI, September 19th.

It is admitted at the Lunghua yamen that nothing has been heard from Chang Tso Lin for two days.

MARSHAL TUAN'S DECLARATION.

PEKING HAS BECOME A DUNGHILL.

Marshal Tuan Chi-jui's circular telegram to the chief personages in China is translated as follows:—I have just read the telegrams successively circulated by Commanders-in-Chief Lu Yung-hsiang and Chang Tso-lin, in which they offer to devote their utmost strength to the rescue of the people thrown into distress by the increasing, chaotic condition of our national affairs. How brave and how good is their attempt!

INQUIRY ON INQUIRY.

The political inquiries committed in recent years have been such as we can neither bear to hear nor wish to see. Peking has become a dunghill. The Central Government has become a medium of corruption and bribery. They care neither about our nation nor about our people. They know not the meaning of politeness and righteousness, integrity and shame. Their only object is to appropriate everything by force; but they certainly lack the ability to retain what they have gained. Sycophants are ruining the government and indulging in immoral deeds without restraint. They have even robbed the nation to enrich themselves; they have felt no scruple, in order to get only a few hundred thousands in cash, to tolerate a national loss of millions, such as in the case of the German Issued Bonds. They maintain large military forces to keep themselves in office. Our nation and people have been reduced to such a poverty-stricken state that officers and clerks who stick to their duty day and night have not the wherewithal to support their families, while our soldiers and policemen who keep themselves from cold and hunger.

A nation need not fear any scarcity but inequality in distribution, from which the abusive practice of superiors and inferiors snatching profit the one from the other will at last exhaust the wealth of the nation. The nonpayment of foreign obligations, when due, lowers national credit and invites scornful reproaches from our neighbours.

Military engagements continuing for several consecutive years have left scarcely any of our southern provinces undevastated. The fickleness of the weather has afflicted almost the whole of our central provinces with famine. How necessary for us now to assume a penitential mood and give our people some respite to recuperate. Yet, at this very moment of famine and suffering, four provinces have been ordered to attack Chkiang, with the object of extirpating all those who hold views different from theirs, regardless of involving the innocent. For the sake of one's own exaltation and glory, crimes offensive to Heaven are being perpetrated. Whoever acts in such a perverse way cannot surely escape unscathed.

WHEN THE WORM TURNS.

Now, that "the downtrodden when pressed to the extreme point will certainly rise again," is taught in the Book of Changes. "To punish the guilty and to rescue the people" is a principle expounded in the Book of Spring and Autumn. Those who have hitherto run errands and done other services for them might have been overpowered by their power, or moved by friendship, or driven by cold and hunger. Moreover, as they are as stupid as they are cruel, several cases of local and trustworthy servants having been dismissed, just as the bounds were killed and eaten after a hunt, have been heard of.

Those who can read the portents of the times have long been disaffected. Those who hold farsighted ambitions should rise to this occasion. Heroic and brave men in this country as well as my former colleagues will surely not lag behind when a benevolent and righteous deed is to be done. Let all rise at once, just as Liu Kun and Fan Pang, did in ancient times, to save our people from destruction by fire and water.

I issue these views of mine in haste giving expression only to an infinitesimal part of what I want to say.

(Ed.) TUAN CHI JUI.

Despatched for Marshal Tuan at Lung-hua by Ho Feng-lin, Seal, on September 15th.

RUSSIA AND THE CIVIL WAR IN CHINA.

EXPECTED SEIZURE OF CHINESE EASTERN RAILWAY.

The Asiatic News Agency of Peking says it is reported that, in case of the renewal of the Chihli-Mukden civil war, the Soviet troops will seize the Chinese Eastern Railway by force. Owing to his difficulty in arriving at any compromise with the Mukden Tschun over the future administration of the railway, General Pao Kuei-Ching, former Minister of War, has intimated his non-acceptance of the offer of the presidency of the line. According to Chinese commercial reports, losses will be enormous this year unless the various questions are settled as soon as possible.

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Hongkong, 18th September, 1924. [1270]

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All Claims must be sent in to me on or before
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Hongkong, 15th September, 1924. [1256]

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FUTURE OF WOMEN POLICE.

A CONSIDERABLE DIVERSITY
OF OPINION.

REPORT OF COMMITTEE

The report of the Departmental Com-
mittee on the Employment of Police-
women, which was appointed by the
Home Secretary in April 1912 to review the
experience now available in regard to
the employment of women police in Eng-
land and Wales, and to make recommen-
dations as to their future organization
and duties, has been issued as a Parlia-
mentary paper.

Policewomen are at present employed, the
report states, in the Metropolitan Police
District and in six country forces and in
27 city and borough forces, the total
strength being 110. In a few cases the
employment of women has been discon-
tinued because the police authorities
were not satisfied that their employment
had been a success.

On the general question of the employ-
ment of policewomen the Committee
found that there was a considerable
diversity of opinion; and also as to pre-
ventive work that there was a great dif-
ference of opinion whether the work
could be better done by policewomen or
by members of voluntary organizations.
The Committee consider, too, that
there are crimes as well as offences of
minor gravity in the investigation of
which women have better chances of
success, either because their sex helps to
disguise their identity and purpose, or
because it secures the confidence of those
from whom information is sought.

JUVENILE DELINQUENCY.

Dealing with juvenile delinquency, in
the form of theft and like offences, or
in that of precocious sexual immorality,
not in itself constituting an offence
against the law, the report observes that
the circumstances of modern life have
increased the number of growing girls
brought into contact with temptations to
such conduct, and that police authorities
are responsible for the prevention and
suppression of these temptations.
The report states that most of these tempta-
tions are to be found, might, in the
opinion of the Committee, well extend
their responsibilities and try to reduce
or defeat temptation by the exercise of
some restraining influence. It had been
suggested that, because trying to save
growing girls from temptation was gene-
rally described as welfare work, it was
definitely outside the scope of legitimate
police duty, but the Committee hold the
view that the connection, direct or in-
direct, between sexual immorality and
offences against the law justifies a local
authority in adoption of it as police duty.

The report states that it had been re-
commended that policewomen should be
recruited from all social grades, and that
the principal requirement was broad-
minded, kindly women who would bring
common sense to bear on their duties,
and the Committee are strongly of
opinion that this is the proper course
to pursue. They observe that, while in
certain aspects of police work higher
education is of value, in others a sym-
pathetic understanding of the daily life
of those who are not well-to-do is essen-
tial, and they are satisfied that very
valuable recruits are to be found among
working women, as well as elsewhere.

The main conclusions of the Committee
are summarized as follows:

That every police authority should pro-
vide, as far as practicable, for the state-
ments of women and children when sexual
crimes are in question being taken by
policewomen.

That the efficiency of the police service
has been improved by the employment of
policewomen, but the question whether
it is in any police district sufficient
work to justify the whole-time employ-
ment of the exact duties to be performed,
and whether the duties can be better
done in plain clothes or uniform, are
matters which must be left to the discre-
tion of the local police authority.

That for the purpose of making the
women as far as possible an integral
part of the force they should make the
declaration of a constable.

That a chief officer of police should be
free to select his own recruits, but the
assistance of an experienced woman
would be of value in assisting him in the
selection of candidates for appointment.

TRAINING FOR WOMEN.

That policewomen should receive the
same training as the men, but that, when
practicable, a part of the training should
be under women instructors.

That it is not desirable to lay down
any definite age for recruits. Women
above the age of 25, whether married or
single, should not be debarrd from join-
ing.

That officers should not be specially
recruited, but that promotion should be
from the ranks after passing examina-
tions similar to those required of the
men.

That it will be desirable when the
women employed in the provinces in-
crease in number, that a woman should
be appointed to assist H.M. Inspectors
of Constabulary to advise the Home
Office and assist local authorities on
matters connected with their employ-
ment.

That the rates of pay and allowances
recommended by the Baird Committee
should be generally adopted.

In all forces where policemen are em-
ployed permanently the provisions of the
Police Pensions Act, 1921, should be ap-
plied to them, whether or not they have
made the declaration of a constable.

For the present women should not be
regarded as substitutes for men, but
ultimately it may be possible for men and
women to be considered as interchange-
able on certain duties.

That at least as many women as were
employed before the reduction in 1922
should again be appointed in the Metro-
politan Police District, and that when
these numbers are reached, or sooner if
the necessity for the appointment is re-
cognized, a woman should be at-
tached to headquarters to advise the
Commissioner on matters connected with
their employment.

(Continued on next column)

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THE RIGHT WOMEN.

In an appendix to the report, General
Sir Nevil Macready, late Commissioner
of Police of the Metropolis, who was
unable to give evidence owing to absence
abroad, gives in two letters addressed to
the chairman his views on the subject.
He states that he had remained at Scot-
land Yard his intention was to increase
the numbers of women police as grad-
ually to hand over to them the entire
work of checking immorality and pro-
stitution, and incidentally the discovery
of irregularities in night clubs and such
places. Sir Nevil Macready adds:—

The difficulty, of course, with women,
as with men, police, is to secure the right
stamp of person. My idea was to recruit
a proportion of all grades from educated
women, who, if required, could pass as
society women in evening dress, down
to the ordinary working class. The
main point was to eliminate any women
of extreme views—the vineyard spinster
or blighted, middle-aged fanatic—and to
get broad-minded, kindly, sensible women
who would bring to bear common sense in
their dealings with their sisters who had
taken a wrong turning, more often from
the desire to lighten a dull existence than
from inherent vice. That the women
police should have power to arrest is, I
think, essential, but this power should
be restricted by police regulations so as
to avoid absurd situations where enthu-
siastic women might try and exercise
their authority under impossible circum-
stances, such as, for instance, the tack-
ling of a burly drunken man.

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PHILIPPINES NETHERLANDS INDIA, etc.

1924

SIXTY-SECOND YEAR OF PUBLICATION.

IS NOW BEING ISSUED AND CONTAINS

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CLASSIFIED BUSINESS DIRECTORY OF THE CHINESE TRADE CENTRES
ALPHABETICAL LIST OF FOREIGN RESIDENTS IN THE FAR EAST
GOVERNMENT AND OFFICIAL DEPARTMENTS
UP-TO-DATE COLOURED MAPS OF THE PRINCIPAL PORTS IN THE FAR EAST.
DESCRIPTIVE AND STATISTICAL ACCOUNTS OF THE VARIOUS COUNTRIES AND
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TARIFFS, TARIFFS, STAMP DUTIES, BROKERAGE CHARGES, POSTAL GUIDE, ETC.
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AN "EXTREMELY USEFUL" BOOK

Writing from Singapore, under date March 31st, 1922, Sir Godfrey
Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir,—I beg to acknowledge the receipt of your letter of the 23rd
instant, and am desirous by the Prince of Wales to thank you for the
copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR
CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal
Highness has been pleased to accept, and which will be extremely
useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary)

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RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban and Capetown.

"MEXICO MARU" ... Wednesday, 22nd Oct.

"CHICAGO MARU" ... Monday, 24th Nov.

BOMBAY via Singapore and Colombo.

"SHUNKO MARU" ... Sunday, 5th Oct.

"AMOR MARU" ... Saturday, 20th Oct.

BANGKOK via SAIGON & SINGAPORE.

"KISHU MARU" ... Thursday, 2nd Oct.

CALCUTTA via Singapore, Penang & Rangoon.

"HAMBURG MARU" ... Friday, 26th Sept.

"HAGUE MARU" ... Sunday, 28th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"ARABIA MARU" ... Friday, 26th Sept.

NEW YORK via Japan Ports, San Francisco and Panama.

"ALASKA MARU" (From Kobe) ... Wednesday, 15th Oct.

JAPAN PORTS.

"ARABIA MARU" ... Friday, 26th Sept.

"ALPS MARU" ... Monday, 29th Sept.

"ANDES MARU" ... Tuesday, 7th Oct.

KEELUNG via SWATOW & AMOY.

"AMAKUSA MARU" ... Sunday, 23rd Sept, 2 p.m.

"KAIJO MARU" ... Sunday, 5th Oct., 3 p.m.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 25th Sept, 10 a.m.

TAKAO & KEELUNG.

"SOURABAYA MARU" ... Friday, 26th Sept.

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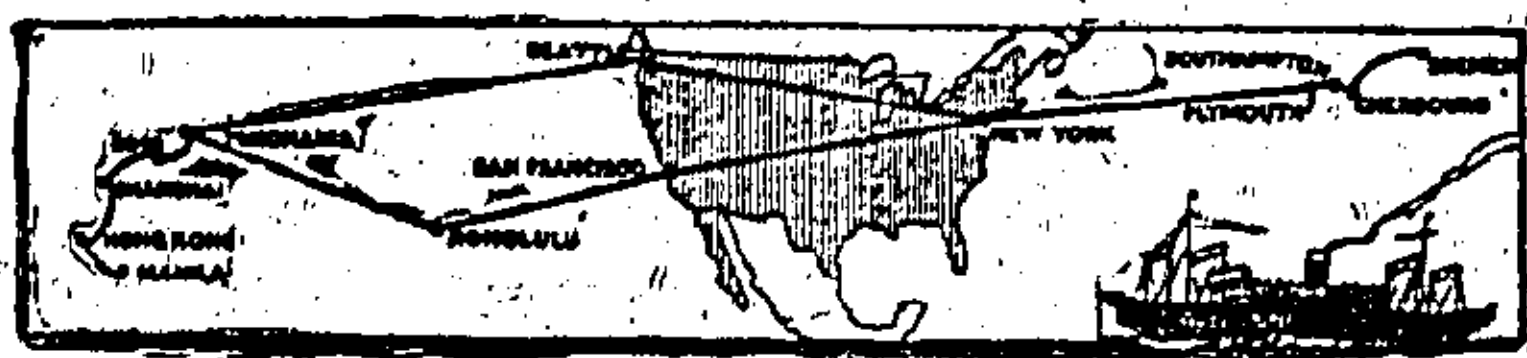
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ENGLISH SPELLING.

To judge by our correspondence (says *The Times*), the letter on the reform of English spelling which we published from Professor Emery Barnes of Cambridge, and the deputation on the subject to the President of the Board of Education, have aroused much interest. The request made by the deputation to Mr. Trevelyan, and the second letter which we print from Professor Barnes, together with Mr. Clarke's, of Aberdeen, point to no desire among spelling reformers for any great revolution at a single leap, but to a wish, nevertheless, that spelling may be made easier for schoolchildren by being freed from some of its more glaring inconsistencies. No one, we suppose, will deny that there are many inconsistencies in our spelling, or refuse to believe that their removal would be an educational advantage. The difficulty, however, begins at once when a list of words has to be drawn up which shall not involve further inconsistencies or even embarrassments greater than those already existing. Professor Barnes and Mr. Clarke plead for a revival of certain seventeenth-century forms of spelling, the effect of which would be to bring the written and the spoken language nearer. Both, as it happens, take the word "gone," and ask why it should not be spelt "gon." Phonetically and philologically there can be no objection, but if a list is made of similar words it soon becomes evident that no consistent reform can be carried out without introducing fresh confusion. Thus "done" and "none" cannot well be changed into "dun" and "nun," because those spellings already represent other words. And so it is with every list which we try to draw up in which a particular spelling is assigned to a particular sound because of the creation of new homonyms.

The late Dr. Henry Bradley proved, in a pamphlet which all spelling reformers should digest, that homonyms are not to be multiplied *propter necessitatem*, and one of the advantages of writing or printing is that words of the same sound can be represented differently to the eye. Reform, therefore, in this direction cannot go very far, and cannot be logically complete, without obliterating distinctions which, though phonetically absurd, are to readers, and especially adult readers, a convenience and a help. As spelling can never be an exact phonetic record (unless, as no practical reformer holds, it is changed and elaborated beyond all recognition) logic will not help much, and though current spelling may be illogical, it would be unwise not to recognize a certain logic even in its illogicality. Three hundred years ago words may have been written more according to sound than they are now, but the evolution of the printed or written language to its present state was not unnatural nor without its practical convenience for quick readers, whose organ in reading is the eye and not the ear. "The reform," wrote Dr. Bradley, "that is most imperatively needed is one which will ensure that no two English words that are differently pronounced shall be spelt alike"; and he was at great pains to distinguish between the function of letters in the service of readers from their possibilities as means of expressing sounds.

Dr. Bradley was cautious. Changes of a really revolutionary nature appear to be out of the question. There are elements in English spelling which no one will desire to alter. The alphabet, for instance, cannot be enlarged; nor must the claims of philology and history be ignored. The words, as Dr. Bradley saw, that can or might be reformed are those which are mainly in oral use. The thousands of words taken over by the literate language from Latin and Greek must be left alone. Their meaning would not become any the clearer by an uncouthly disfiguring of their personality. But they make up a very large part of the written vocabulary, and by their predominance differentiate English sharply from other languages—like German—which can be and are spelt much more phonetically. If, therefore, they cannot be touched, only the native element is left to the reformer, and it abounds in homophones which are at present often conveniently distinguished, for the benefit of the eye, by "illogical" spelling. For that reason Dr. Bradley thought that English was more unsuited than any European language to be written phonetically. The chances seem to be that if such a Commission as the deputation to Mr. Trevelyan desired were set to work, provided that it consisted of scholars with a due respect to the origins of our composite language, and of practical men recognizing the difficulties of launching any but quite easy changes acceptable at once to writers and printers—a class of persons most unwilling to distract or appear ludicrous to their readers—it would not be able to recommend many changes which would be of real help to school-children. Important, moreover, as the needs of children may be, other interests equally important are involved in any proposal to change current spelling. They are those of adults who read, not as beginners spelling out words syllable by syllable, but rapidly with the eye, and scan a page of type not for the sounds which the spoken words convey, but for the ideas which they have learnt by long custom to associate with groups of letters.

A London coffee-monger was recently summoned for obstructing the traffic with a barrow of fruit. The policeman gave him evidence, and at the conclusion the coxer said: "That man's completely committed perjury as well as he could. No, I don't want to ask him nothing. I went into a public-house to light my pipe. I come out, an' 'e says, 'I shall summons you.' What for say I. For stopping a line of traffic," he says. "Where's the line of traffic?" "Why, it's gone ahead now," says 'e. "Then, how could I have stopped it, then?"—Dismissed with a caution.

WEATHER REPORT

September 21st at 1200.—Pressure changes are slight at all reporting stations, except at all Nagasaki where it has decreased moderately.

The depression is now central to the north of Nagasaki.

The anticyclone over China has not developed since this morning.

Hongkong rainfall for the 24 hours ending at 12 hours, Sept. 21st, 0.00 inch. Total since January 1st, 37.40 inches, against an average of 72.00 inches.

The forecast for the 24 hours ending at 12 hours, Sept. 22nd is as follows:—

District Forecast

Hongkong to Cap Rock (N.E. to E. winds, light to moderate; rain at first, rain later.

Formosa Channel do.

South coast of China between Hongkong and Lamock do.

South coast of China between Hongkong and Hainan do.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, September 21st.

Previous On Date On Date

Day at 2 p.m. 5 a.m. 2 p.m.

Barometer ... 29.85 29.83 29.81

Temperature ... 83 75 87

Humidity ... 71 88 69

Wind Direction ... ESE Calm WSW

Force ... 4 0 3

Weather ... b 0 3

Rain ... 0.00 0.00 0.00

Highest open-air Temperature on 20th ... 83

Lowest open-air Temperature on 21st ... 73

HONGKONG TIDE TABLE

From Sept. 22nd to 28th, 1924.

High Water. Low Water.

Days of Week. Days of Month. H'kong. Standard Time. Height. H'kong. Standard Time. Height.

Mon. 22 h. m. ft. in. h. m. ft. in.

Tues. 23 m 2 44 6 1 m 11 23 3 1

Wed. 24 m 4 1 5 1 m 10 21 2 8

Thur. 25 m 5 14 6 3 m 1 2 2 6

Fri. 26 m 6 16 6 5 m 0 1 1 5

Satur. 27 m 7 55 6 3 m 11 36 2 3

Sun. 28 m 8 46 6 1 m 12 39 2 0

9 13 6 4 3 10 2 1

VESSELS EXPECTED.

Agaz (Blue Funnel), due October 9th.

Calchas (Blue Funnel), due September 27th.

Empress of Australia, due October 1st.

Empress of Russia, due to-day.

Kamo Maru (N.Y.K.), due, September 23rd.

Lycan (Blue Funnel), due October 19th.

Mentor (Blue Funnel), due October 18th.

Moroka Maru (N.Y.K.), due to-day.

Orestes (Blue Funnel), due October 24th.

President Cleveland (P.M.), due to-day.

President Hayes (Dollar), due October 17th.

President McKinley (Admiral-Oriental), due to-day.

President Pierce (P.M.), due September 27th.

President Van Buren (Dollar), due Sept. 29th.

A new advertising method which, incidentally, will disfigure city streets, has been discovered. It consists of a sort of stamping attachment to the wheels of a motor-car. By means of an aniline dye, applied to a tyre on which are moulded letters, an advertisement is printed on the roadway from the revolving tyre as the car speeds along.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.			
STRAITS & CALCUTTA		"NAMSANG"	
TSINGTAU via SWATOW	... "WAISHING"	Thursday, 25th Sept, 10 a.m.	
SHANGHAI via SWATOW	... "YUSANG"	Friday, 26th Sept, 10 a.m.	
MANILA	... "LIESANG"	Saturday, 27th Sept, 10 a.m.	
TIENSIN	... "CHEONGSHING"	Saturday, 27th Sept, 10 a.m.	
STRAITS & CALCUTTA	... "ROOKSANG"	Sunday, 28th Sept, 10 a.m.	
SHANGHAI via SWATOW	... "TUNGSHING"	Sunday, 28th Sept, 10 a.m.	
BANGKOK via SWATOW	... "HOPSANG"	Monday, 29th Sept, 8 a.m.	
SANDAKAN	... "HINSANG"	Wednesday, 1st Oct, 1 p.m.	
MANILA via AMOY	... "SUISANG"	Saturday, 4th Oct, 8 p.m.	
HAIPHONG via HOIHOW	... "MINGSANG"	Sunday, 8th Oct, 8 a.m.	
KOBE via MOJI	... "LAISANG"	Wednesday, 8th Oct, Noon.	

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Choochoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "NAMSANG" will be despatched on or about

Wednesday, 24th Sept, 3 p.m., for SINGAPORE, PENANG

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Vessel.	Due Hongkong.	Vessel.	Leave Hongkong.	Discharged.
"GLENSANDA"	... 30th Sept.	"GLENNIFFER"	... 27th Sept.	Hamburg.
"GLENSHAIR"	... 7th Oct.	"GLENSHAIR"	... 24th Oct.	Hamburg.
"GLENGARRY"	... 16th Oct.	"GLENGARRY"	... 13th Nov.	Hamburg.
"GLENAFF"	... 30th Oct.	"GLENGARRY"	... 13th Nov.	Hamburg.

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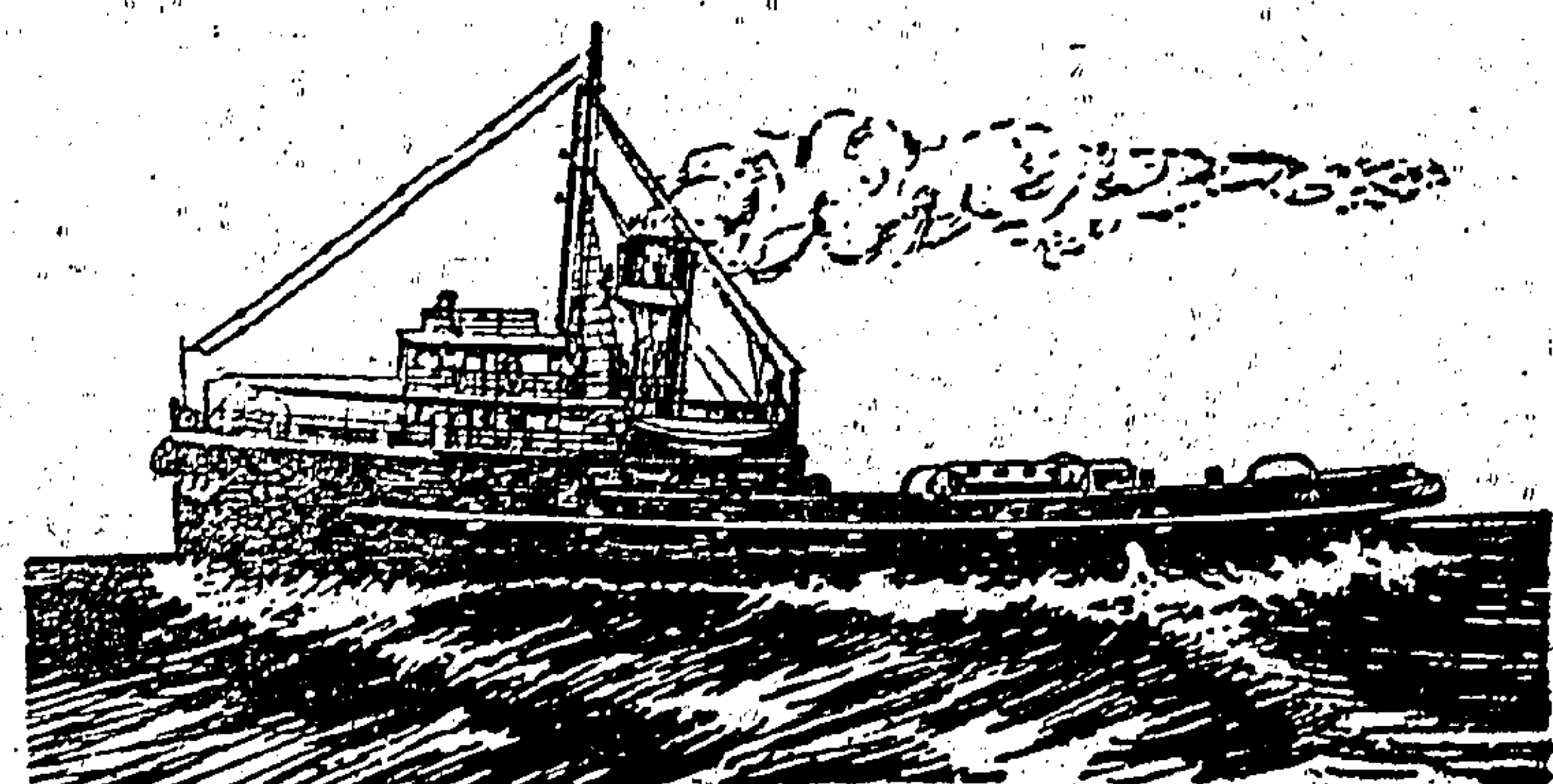
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SHIPPING NEWS

ARRIVALS.

September 19th.

Apoy British str., 1,770 tons, Capt. Wm. Anderson, from Saigon, with a general cargo, lying at buoy No. A27. —W. Pat Shing.

Fern, Swedish str., 1,330 tons, Capt. J. E. Nilsson, from Kwangyen, with a cargo of limestone, lying at Kowloon Bay. —Y.K.K.

Parish Maru, Japanese str., 4,230 tons, Capt. T. Toney, from Brisbane, which port she left on August 21st, with a general cargo, lying at buoy No. A6. —Y.K.K.

September 20th.

Chikaya Maru, Japanese str., 654 tons, Capt. S. Sakaguchi, from Keelung, with a cargo of coal, lying at buoy No. C47. —Y.K.K.

Chung King, British str., 1,310 tons, Capt. E. D. Fraser, from Weihaiwei, with a general cargo, lying at buoy No. B25. —B. & S.

City of Yokohama, British str., 1,720 tons, Capt. J. W. Hinks, from Shanghai, with a general cargo, lying at buoy No. A5. —Bank Line.

Hak Canton, Chinese str., 288 tons, Capt. Lung Long, from Kwang Chou Wan, with a general cargo, lying at Saikong wharf. —Hong On & Co.

Kotia Maru, Japanese str., 917 tons, Capt. S. Sato, from Swatow, with a general cargo, lying at O.S.K. wharf. —O.S.K.

Nippon, Swedish str., 2,521 tons, Capt. Brangstrom, from Sabang, with a general cargo, lying at Kowloon wharf. —Swedish Trading & Co.

Onidini, Dutch str., 1,954 tons, from Java, with a cargo of sugar, lying at Quarry Bay. —J.C.L.

Philadelph, British str., 1,787 tons, Capt. Evans Jones, from Vancouver and Mike, the former port she left on August 13th and the latter September 17th, with a general cargo, lying at buoy No. A3. —B. & S.

Shantung, British str., 1,368 tons, Capt. P. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12. —B. & S.

Sheaf Lancer, British str., 1,865 tons, Capt. M. Robinson, from Chinwangtao, which port she left on September 14th, with a general cargo, lying at buoy No. B30. —Dodwell & Co.

Saudi, Portuguese str., 410 tons, Capt. G. A. de Souza, from Kwang Chou Wan, with a general cargo, lying at Saikong wharf. —Hank Kee.

Taihang, Chinese str., 1,210 tons, Capt. M. C. Jensen, from Shanghai, with a general cargo, lying at C.M.S.N. wharf. —C.M.S.N. & Co.

Tajima Maru, Japanese str., 1,273 tons, Capt. T. Sonoyama, from Singapore, which port she left on September 14th, with a general cargo, lying at Kowloon wharf. —Y.K.K.

Ting Sang, British str., from Canton, lying at buoy No. C40.

Ya Sang, British str., 1,122 tons, Capt. W. Field Hook, from Shanghai and Swatow, with a general cargo, lying at West Point wharf. —Jardine, Matheson & Co.

September 21st.

G. P. Leven, French str., 4,292 tons, Subianni, from Saigon, with a general cargo, lying at buoy No. A2. —M.M.

Zook Sang, British str., 1,097 tons, Capt. F. Mooney, from Calcutta, with 1,400 tons of general cargo, lying at Kowloon wharf. —Jardine, Matheson & Co.

Hai Hong, British str., 1,270 tons, Capt. Ellis Walker, from Foochow, with a general cargo and tea, lying at Douglas wharf. —Douglas, Lapraik & Co.

Hanan, from Canton, lying at buoy No. C40.

Kashima Maru, Japanese str., 6,147 tons, Capt. G. Shimomura, from London and Singapore, the latter port she left on September 10th, with 1,919 tons of general cargo, lying at Kowloon wharf. —Y.K.K.

Onidini, Dutch str., 5,001 tons, Capt. J. H. Gunther Mohr, from Hamburg and Manila, the latter port she left on September 18th, with a general cargo, lying at Kowloon wharf. —J.C.L.

Shishu Maru, Japanese str., 1,781 tons, Capt. T. Tsukuda, from Kure and Apoy, with a cargo of coal, lying at buoy No. E33. —Shirosaki.

September 22nd.

Shishu Maru, Japanese str., 1,781 tons, Capt. T. Tsukuda, from Kure and Apoy, with a cargo of coal, lying at buoy No. E33. —Shirosaki.

CLEARANCES.

September 20th.

Lingnan, for Canton.

Archer, for Kobe.

Chuan, for Hoilow.

Chikaya Maru, for Canton.

Chungking, for Canton.

Derfong, for Hoilow.

Fingai, for Keelung.

Huichow, for Weihaiwei.

Kaijo Maru, for Swatow.

Kashin, for Saigon.

Kriton, for Keelung.

Kwangtch, for Shanghai.

Nippon, for Shanghai.

Ming Sang, for Shanghai.

Reims, for Hoilow.

Shantung, for Canton.

Sumatra Maru, for Singapore.

Taijo Maru, for Taijo.

Tajima Maru, for Shanghai.

Tangtuan, for Swatow.

Ting Sang, for Swatow.

Togo Maru, for Keelung.

Tokusan, for Keelung.

Wakuan, for Kwang Chou Wan.

Yan, for Pakhoi.

Yatling, for Swatow.

Yuen Sang, for Amoy.

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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, &c.	Awa Maru	Jap.	Nippon Yusen Kaisha	On 7th Nov.
New York & Boston	Southwestern Miller	Brit.	Princo Line	On 1st Oct.
Boston & New York via Suez	Tenue	Brit.	The Bank Line, Limited	On 24th inst.
San Francisco via S'hai & Jap. Ports & H'ld.	President Cleveland	Am.	Pacific Mail S.S. Co.	On 24th inst., 10 a.m.
San Francisco, &c.	West Prospect	Am.	Strutten & Barry	On 25th inst.
Victoria & Vancouver, B.C., via Shanghai, &c.	Empress Russia	Am.	Canadian Pacific O.S. Ltd.	On 25th inst.
Victoria, Seattle & Vancouver via J. Ports	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 27th inst., 11 a.m.
Victoria, Seattle, Tacoma, Vancouver, &c.	Arabia Maru	Jap.	Ozaka Shosen Kaisha	On 28th inst.
Victoria, Seattle & Vancouver	Philodotes	Brit.	Butterfield & Swire	On 14th Oct.
Seattle & Victoria, via S'hai, Kobe & Yokohama	Frederick McKinley	Am.	Admiral's Oriental Line	On 24th inst.
Marseilles, London & Antwerp	Kashim	Brit.	Messageries Maritimes	On 4th Oct.
Marseilles, &c.	Amboise	Fren.	Messageries Maritimes	On 19th Oct.
Marseilles, &c.	Chantilly	Fren.	Messageries Maritimes	On 25th Oct.
Marseilles, &c.	Andre Lebon	Fren.	Messageries Maritimes	On 25th inst.
Marseilles, London, Antwerp via Singapore &c.	Kamo Maru	Jap.	Nippon Yusen Kaisha	On 25th inst.
Marseilles, London, &c.	City of Lahore	Brit.	The Bank Line, Ltd.	On 30th inst.
Marseilles, Havre, Liverpool & Glasgow	K. Templar	Brit.	Butterfield & Swire	On 1st Oct.
Genoa, Antwerp, Rotterdam, Hamburg, Bremen, &c.	Trier	Ger.	Malchers & Co.	On 18th Oct.
London, Hull, Rotterdam & Hamburg	Eumaeus	Ger.	Butterfield & Swire	On 22nd inst.
London, Hamburg, Rotterdam & Antwerp, &c.	Barb Maru	Jap.	Ozaka Shosen Kaisha	On 5th Oct.
London, Rotterdam & Hamburg	Glanferr	Brit.	Jardine, Matheson & Co. Ltd.	On 27th inst.
Amsterdam, Rotterdam, Hamburg & Bremen	Boeroe	Dut.	Java-China-Japan-Lijn	On 3rd Oct.
Amsterdam, Rotterdam & Hamburg	Albert Vogler	Ger.	Reuter Brockmann & Co.	About 23rd inst.
Amsterdam, Rotterdam & Hamburg	Tokuhime Maru	Jap.	Nippon Yusen Kaisha	On 29th inst.
Amsterdam, Rotterdam & Hamburg	Namsang	Brit.	Jardine, Matheson & Co. Ltd.	On 24th inst., 3 p.m.
Singapore, Penang & Calcutta	Taira	Brit.	P. & O. B. I. & A. L.	On 3rd Oct.
Singapore, Penang, Colombo, Bombay, &c.	Sicilia	Brit.	P. & O. B. I. & A. L.	On 17th Oct.
Singapore, Penang, Colombo, Bombay, &c.	Soudan	Brit.	P. & O. B. I. & A. L.	On 1st Oct.
Singapore, Penang, Colombo, Bombay, &c.	Yaa Qwenstraten	Dut.	Java-China-Japan-Lijn	On 25th inst.
Singapore, Penang, Colombo, Bombay, &c.	Laconia	Brit.	Dodwell & Co. Ltd.	On 10th Oct.
Singapore, Penang, Colombo, Bombay, &c.	Chongking	Brit.	Butterfield & Swire	On 24th inst., 4 p.m.
Singapore, Penang, Colombo, Bombay, &c.	Taiqua Maru	Jap.	Yamashita Kisen Kaisha	About —
Singapore, Penang, Colombo, Bombay, &c.	Chikwa Maru	Jap.	Yamashita Kisen Kaisha	About —
Singapore, Penang, Colombo, Bombay, &c.	Hinsang	Brit.	Jardine, Matheson & Co. Ltd.	On 1st Oct., 1 p.m.
Singapore, Penang, Colombo, Bombay, &c.	Yoshino Maru	Jap.	Nippon Yusen Kaisha	On 15th Oct.
Singapore, Penang, Colombo, Bombay, &c.	Arstura	Brit.	P. & O. B. I. & A. L.	On 1st Oct.
Singapore, Penang, Colombo, Bombay, &c.	Taiyuan	Brit.	Butterfield & Swire	On 9th Oct.
Singapore, Penang, Colombo, Bombay, &c.	Ozaka Maru	Jap.	Nippon Yusen Kaisha	On 22nd inst.
Singapore, Penang, Colombo, Bombay, &c.	Waishang	Brit.	Jardine, Matheson & Co. Ltd.	On 25th inst., 10 a.m.
Singapore, Penang, Colombo, Bombay, &c.	Malwa	Brit.	P. & O. B. I. & A. L.	On 10th Oct.
Singapore, Penang, Colombo, Bombay, &c.	Karmala	Brit.	P. & O. B. I. & A. L.	On 1st Nov.
Singapore, Penang, Colombo, Bombay, &c.	Sicilia	Brit.	P. & O. B. I. & A. L.	On 4th Oct.
Singapore, Penang, Colombo, Bombay, &c.	Persia	Ital.	Dodwell & Co. Ltd.	About 30th inst.
Singapore, Penang, Colombo, Bombay, &c.	Tjisondari	Dut.	Java-China-Japan-Lijn	On 25th inst.
Singapore, Penang, Colombo, Bombay, &c.	Eastern	Brit.	P. & O. B. I. & A. L.	On 1st Nov.
Singapore, Penang, Colombo, Bombay, &c.	St. Albans	Brit.	P. & O. B. I. & A. L.	On 4th Oct.
Singapore, Penang, Colombo, Bombay, &c.	C. Lopez Y Lopez	Span.	Botelhe Bros.	On 18th Oct.
Singapore, Penang, Colombo, Bombay, &c.	Arstura	Brit.	Ozaka Shosen Kaisha	On 25th inst.
Singapore, Penang, Colombo, Bombay, &c.	Chongking	Brit.	Jardine, Matheson & Co. Ltd.	On 27th inst., Noon
Singapore, Penang, Colombo, Bombay, &c.	Tjileboet	Dut.	Java-China-Japan-Lijn	About 30th inst.
Singapore, Penang, Colombo, Bombay, &c.	Hamburg Maru	Jap.	Ozaka Shosen Kaisha	On 28th inst.
Singapore, Penang, Colombo, Bombay, &c.	Lake Gilpen	Am.	Pacific Mail S.S. Co.	On —
Singapore, Penang, Colombo, Bombay, &c.	Mingwang	Brit.	Jardine, Matheson & Co. Ltd.	On 5th Oct., 8 a.m.
Singapore, Penang, Colombo, Bombay, &c.	Kingchow	Brit.	Butterfield & Swire	On 23rd inst., D.L.
Singapore, Penang, Colombo, Bombay, &c.	Kwangtung	Brit.	Butterfield & Swire	On 23rd inst., 2 30 p.m.
Singapore, Penang, Colombo, Bombay, &c.	Hailong	Brit.	Douglas Lapraik & Co.	On 26th inst., 1 p.m.
Singapore, Penang, Colombo, Bombay, &c.	Hailong	Brit.	Douglas Lapraik & Co.	On 23rd inst., 3 p.m.
Singapore, Penang, Colombo, Bombay, &c.	Empress Asia	Brit.	Canadian Pacific O.S. Ltd.	On 15th Oct.
Singapore, Penang, Colombo, Bombay, &c.	Leesang	Brit.	Jardine, Matheson & Co. Ltd.	On 27th inst., Noon
Singapore, Penang, Colombo, Bombay, &c.	Frederik Jefferson	Am.	Admiral's Oriental Line	On 9th Oct.
Singapore, Penang, Colombo, Bombay, &c.	C. Lopez Y Lopez	Span.	Botelhe Bros.	On 23rd Oct.
Singapore, Penang, Colombo, Bombay, &c.	West Carmona	Phil.	Strutten & Barry	On 25th inst.

PASSENGERS.

ARRIVALS.

Per s.s. *Hai Hong*, on September 21st: —Mr. and Mrs. Adamson, Mrs. Asche and child, Mr. Wilkinson, Mr. Hollis, Miss Heard.

Per s.s. *N.Y.K. Kashima Maru*, on Sept. 21st: —Mr. W. Arnott, Mr. S. Arai, Mrs. W. W. Crush, Mr. W. W. Cole, Mrs. S. Cole, Miss R. Cole, Mr. A. Cole, Mrs. K. W. Fong, Mr. T. F. Hall, Mr. J. H. Hong, Mr. L. J. Hong, Mr. S. H. Him, Mrs. H. L. Kibbe, Mr. K. M. Kwei, Mrs. K. Kwei, Mr. S. A. Machinzie, Mr. Z. J. Pison, Miss P. T. Pison, Miss C. P. Pison, Mr. S. Q. Phoon, Mr. F. A. Reismour, Mrs. F. Reismour, Mrs. L. See, Mr. and Mrs. W. Suermout, Mr. T. T. Miss D. Tavernier, Mr. K. Wong, Mrs. S. S. Walker, Mr. H. S. Yeoh, Mr. P. Zaitzki, Mrs. S. Arai, Miss O. R. Cottingham, Miss D. Kwan, Mr. J. M. Purson.

DEPARTURES.

Per P. & O. s.s. *Kaiser-I-Ind*, on September 20th: —Capt. A. N. Williams, R.N., Mr. C. Stroughton, Mr. E. G. Webster, Mr. A. Knowles, Mr. A. C. Newbold, Mr. C. P. Marphatin, Mr. B. E. Crossman, Major and Mrs. Kirkpatrick and three children, Miss Roberts, Mr. and Mrs. H. F. Lyett and infant, Mr. R. A. Harbott, Mr. E. Hooper, Mr. S. Weston, Mr. W. Hooper, Miss Lily Meadows, Mr. E. Power, Mr. E. E. G. Brown, Mr. G. W. Cockle, Miss Lumsden, Rev. and Mrs. J. Vale, Mr. G. Vale, Mr. J. MacRitchie, Miss C. G. Smith, Mrs. Androushkevitch and two infants, Mrs. V. Stehoyeff, Mr. P. Stehoyeff, Miss K. Stehoyeff, Mr. and Mrs. J. M. Smith, Mr. S. H. Clark, Mr. S. T. Lofgren, Mr. R. J. Mules, Major E. S. White, D.S.O., Mrs. E. S. White, Miss White, Mr. R. Hall, Capt. and Mrs. G. Holmwood and infant, Mr. L. O. Martin, Miss M. McCoy, Mrs. J. Reid, Miss Reid, Mrs. Watson and infant, Mr. and Mrs. H. Campbell and two infants, Rev. and Mrs. A. Stearn and two children, Mr. F. Soane, Mr. N. Ceregh, Mr. W. Watson, Rev. and Mrs. W. Hookman, Mr. B. Hookman, Mr. C. Hookman, Mr. B. J. Keeley, Mr. F. W. Webster, Mr. Choo Sek Woo, Mr. Boonwan Chua, Mr. and Mrs. Chingbok Chua, Mr. H. C. A. Campagne, Miss M. K. Ellis, Mr. and Mrs. J. G. B. Perkins and three children, Miss V. Chambers, Mr. J. B. Davis, Miss P. Richardson, Miss Codrington, Mr. F. Wilson, Miss E. Ivanoff, Mr. B. Clark, Mr. B. Mendi, Mr. A. W. King, Miss McMillan, Miss C. Ingham, Mr. E. Hicks, Rev. F. Harman, Miss L. French, Mr. G. Hackshaw, Mr. M. Ubia, Mr. E. A. Tassie, Mr. R. H. Dunn, Rev. and Mrs. B. W. Simpson and infant.

SEPTEMBER 21ST.

The R.M.S. *Empress of Canada* arrived at Yokohama on Friday afternoon, September 19th left on the afternoon of the 20th, and is due at Vancouver on September 20th.

The P. & O. s.s. *Mantua*, from Hongkong, arrived at Marseilles on September 19th at 10 a.m.

The s.s. *Telares* (Blue Funnel), arrived at Marseilles on the 16th inst.

The s.s. *Typhus* (Blue Funnel), left Port Said on the 15th inst. for London, Rotterdam and Hamburg.

The s.s. *Titus* (Blue Funnel), left Port Said on the 18th inst. for Boston and New York.

SEPTEMBER 20TH.

The R.M.S. *Empress of Canada* arrived at Yokohama on Friday afternoon, September 19th left on the afternoon of the 20th, and is due at Vancouver on September 20th.

The P. & O. s.s. *Mantua*, from Hongkong, arrived at Marseilles on September 19th at 10 a.m.

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The s.s. *Titus* (Blue Funnel), left Port Said on the 18th inst. for Boston and New York.

SEPTEMBER 21ST.

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The s.s. *Titus* (Blue Funnel), left Port Said on the 18th inst. for Boston and New York.

SEPTEMBER 22ND.

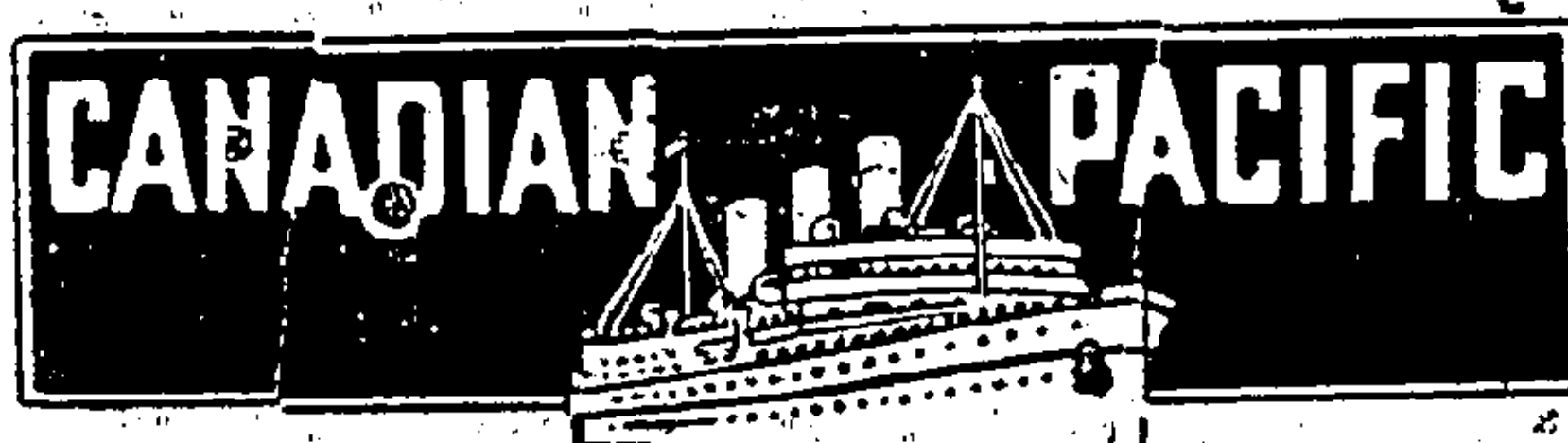
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The s.s. *Titus* (Blue Funnel), left Port Said on the 18th inst. for Boston and New York.



HOME VIA CANADA

Hongkong to England			
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.	From Hongkong	Due Vancouver	Due England
Empress Russia	Sept. 25	Oct. 18	Empress Scotland Oct. 22 Oct. 29
Empress Australia	Oct. 10	Oct. 29	Empress France Nov. 5 Nov. 12
Empress Asia	Oct. 23	Nov. 10	Empress Scotland Nov. 19 Nov. 26

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments and Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG-MANILA SERVICE			
From Hongkong	Due Manila	From Manila	Due Hongkong
Oct. 15	Oct. 17	Empress Asia	Oct. 18 Oct. 20
Oct. 29	Oct. 31	Empress Canada	Nov. 1 Nov. 3
Nov. 12	Nov. 14	Empress Russia	Nov. 15 Nov. 17

Passenger Department: Tel. 752. Cables: GACANPAC.
Freight and Express: Tel. 42. Cables: NAUTILUS.

HOLLAND EAST ASIA LINE
of the United Netherlands
Navigation Company.

Regular Four-weekly Service between
Japan, Vladivostok, China, Hongkong, Manila, Singapore
and
Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

SAILINGS FOR ROTTERDAM, AMSTERDAM, HAMBURG
AND BREMEN.

s.s. "BOEROE"	3rd October
s.s. "OOSTKERK"	3rd November

OUTWARD BOUND STEAMERS (DUE TO ARRIVE HONGKONG).

s.s. "OOSTKERK"	21st September
s.s. "SCHIEDLJK"	End of October
s.s. "OUDKERK"	End of November
s.s. "OLDEKERK"	End of December

All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—

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STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD:
HONGKONG TO SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU

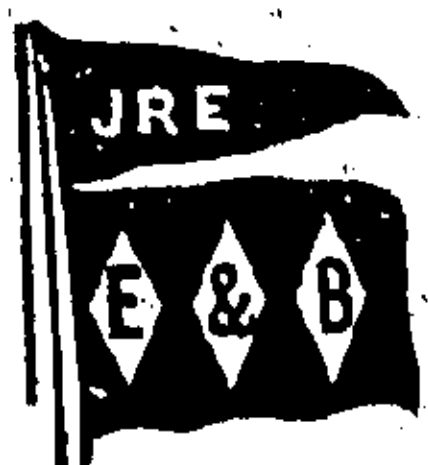
S.S. "PRESIDENT CLEVELAND" ... Wednesday, September 24th, at 10 a.m.
S.S. "PRESIDENT PIERCE" ... October 8th, at 4 p.m.
S.S. "PRESIDENT TAFT" ... October 32nd, at 4 p.m.
S.S. "PRESIDENT WILSON" ... November 5th, at 4 p.m.

Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

ELLERMAN &
BUCKNALLSTEAMSHIP
COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF PEKIN" 30th Sept. Mars. L'ion, R'dam, Hamburg & Hull.

PASSENGER SERVICE.

"CITY OF LAHORE" 18th Oct. Shanghai and Japan.
 "CITY OF LAHORE" 4th Dec. Marseilles, London, etc.
 "CITY OF KARACHI" 29th Jan. Do.
 "CITY OF BARODA" 1st March. Do.

"A" Class. "B" Class.

FARES TO LONDON.

Single 1st Class "A" ... £28. "B" ... £24. Single 2nd Class "A" ... £25. "B" ... £21.
 Cargo Steamer, Saloon Passage—£28.

For further particulars, apply to—

THE BANK LINE LTD.
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HOLYOAK, MASSEY & Co., LTD., CANTON.

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Joint Service of the

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(OCEAN S.S. CO., D. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"TEUCER" via Suez Canal 1st Oct.
 "EURYLOCHUS" via Suez Canal 11th Oct.
 "CITY OF RANGOON" via Suez Canal 21st Oct.

"Boston and New York only."

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG
 HONGKONG AND CANTON. HOLYOAK, MASSEY & Co., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkng. and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANDRE LEBON	...	...	28th Sept.
AMBOISE	...	...	12th Oct.
CHARENTAIS	...	...	25th Oct.
PORTOIS	...	...	9th Nov.
AMAZONE	...	...	23rd Nov.
ANGKOR	...	...	7th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance)

A CLASS (1st Class) £ 25. 0s. 0d. B CLASS (1st Class) £ 23. 0s. 0d.
 STEAMERS 2nd £ 20. 0s. 0d. STEAMERS 2nd £ 18. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"loading for HAVRE, ANTWERP

& DUNKIRK about

"C. P. LECOQ" from DUNKIRK, LONDON & HAVRE is due

to arrive about 3rd week of September.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDING.
CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
 accommodation for First-Class Passengers, Electric Light and Fans in staterooms,
 Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

*HAIPHONG Capt. Ellis Walker Tuesday, 23rd Sept., at 3 p.m.
 *HAIPHONG Capt. W. S. Turnbull Friday, 26th Sept., at 1 p.m.
 *HAIPHONG Capt. W. C. Passmore Tuesday, 30th Sept., at 5 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARBAIK & CO.,
General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SOUTHWESTERN MILLER" 1st October.
 S.S. "MOORISH PRINCE" 20th November.
 S.S. "CELTIC PRINCE" 1st December.

For Freight and Full Particulars, apply to—

FURNES (FAR EAST), LIMITED.

Telephone: Central 3165.
Telegrams: Furnes.(Incorporated in Great Britain)
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Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).
 MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 [NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.]

PENINSULAR AND ORIENTAL FORTNIGHTLY
 'DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SOUDAN"	6,896	1st Oct.	S'pore, Penang, Colombo & B'way
"KASEMIR"	8,993	4th Oct.	Mars., London & Antwerp
"MORRA"	10,911	18th Oct.	do.
"PESHAWAR"	7,934	22nd Oct.	do.
"SICILIA"	6,813	27th Oct.	S'pore, Penang, Colombo & B'way
"KASHGAR"	8,840	1st Nov.	Mars., London & Antwerp
"MALWA"	10,941	15th Nov.	do.
"SARDINIA"	6,884	25th Nov.	S'pore, Penang, Colombo & B'way
"KARMA"	9,098	29th Nov.	Mars., London & Antwerp
"MANTUA"	10,902	13th Dec.	do.
"SOUDAN"	6,896	23rd Dec.	S'pore, Penang, Colombo & B'way
"KRIVA"	9,097	27th Dec.	Mars., London & Antwerp

S.S.	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,089	11th Jan.	Marseilles, London & Antwerp
"SICILIA"	6,813	30th Jan.	S'pore, Penang, Colombo & B'way
"KALYAN"	9,118	14th Jan.	Mars., London & Antwerp
"MORRA"	10,911	7th Feb.	do.
"KASEMIR"	8,993	21st Feb.	do.
"MALWA"	10,941	7th Mar.	do.
"KASHGAR"	8,840	21st Mar.	do.
"MANTUA"	10,902	4th Apr.	do.
"KARMA"	9,098	18th Apr.	do.

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"TAIPEA"	8,500	3rd Oct.	Singapore, Penang & Calcutta
"TAKADA"	6,849	27th Oct.	do.
"TALMA"	10,000	11th Nov.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ABAFURA"	6,000	1st Oct.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	29th Oct.	Island, Townsville, Brisbane,
"EASTERN"	4,000	26th Nov.	Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co's Steamers to the United Kingdom via New Zealand; Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"KASHGAR"	8,840	3rd Oct.	Shanghai, Moji & Kobe
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe
"SICILIA"	6,813	4th Oct.	Shanghai & Kobe
"TAKADA"	6,849	5th Oct.	Moji & Kobe
"MALWA"	10,941	13th Oct.	Shanghai, Moji & Kobe
"TALMA"	10,000	22nd Oct.	Shanghai, Moji & Kobe
"KARMA"	9,098	1st Nov.	Shanghai, Moji & Kobe
"SARDINIA"	6,884	1st Nov.	Shanghai & Kobe
"TILAWA"	10,000	3rd Nov.	Moji & Kobe
"TAKLIWA"	8,500	13th Nov.	Moji & Kobe
"MANTUA"	10,902	16th Nov.	Shanghai, Moji & Kobe
"KRIVA"	9,097	29th Nov.	do.
"SOUDAN"	6,896	29th Nov.	Shanghai & Kobe
"ARAFURA"	6,000	6th Dec.	Moji & Kobe
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe
"KALYAN"	9,118	27th Dec.	do.
"SICILIA"	6,813	27th Dec.	Shanghai & Kobe

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe
"MORRA"	10,911	10th Jan.	Shanghai, Moji & Kobe
"KASEMIR"	8,993	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	8,840	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	Shanghai, Moji & Yokohama
"KARMA"	9,098	21st Mar.	Shanghai, Moji & Kobe
"MACEDONIA"	11,089	3rd Apr.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while
 waiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's

Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

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Agents.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure	D.L.
AMOY & SHANGHAI	"SHANTUNG"	On 23rd Sept.	D.L.
AMOY, SWATOW & SINGAPORE	"KIUNGCHOW"	On 23rd Sept.	D.L.
SWATOW & BANGKOK	"KWANGTUNG"	On 23rd Sept. 2.30 p.m.	D.L.
WAIHAIWAI, CHEFOO & TIENSIN	"CHUNGKING"	On 24th Sept. 4 p.m.	D.L.
SWATOW & SHANGHAI	"SUIYANG"	On 25th Sept. 1.30 p.m.	D.L.
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 27th Sept. 6 p.m.	D.L.
AMOY, SWATOW & SINGAPORE	"KIANGSU"	On 28th Sept. 1.30 p.m.	D.L.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 30th Sept. 10 a.m.	D.L.
SWATOW & BANGKOK	"KAYING"	On 30th Sept. 1.30 p.m.	D.L.

SHANGHAI LINE.—Excellent Saloon accommodation amidst ships, with Electric
 Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai,
 leaving Hongkong Sundays (via Swatow and extending to Fokow), Tuesdays (via Amoy),
 Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on
 through bills of lading to all Yangtze and North China ports. Passengers for Shanghai
 do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and
 from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for
 passengers, with double and single-berth cabins.

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CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong about	Sails for Manila, Sandakan, Thera, Is. & Ana. Ports about
"TAIYUAN"	5th October	8th October
"CHANGSHA"	2nd November	6th November

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